

THE ILLUSTRATED LONDON NEWS

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With Two Supplements. ONE SHILLING.

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ADMIRAL SIR GEORGE A. CALLAGHAN, WHO WAS IN COMMAND OF THE FIRST FLEET WHEN IT LEFT
PORTLANDROADS ON JULY 29.

As soon as the war cloud appeared, Great Britain began to take naval and military precautionary measures, although, of course, there was no mobilisation. At an early hour on the morning of July 27, the Admiralty announced: "Orders have been given to the First Fleet, which is concentrated at Portland, not to disperse for manœuvre leave for the present. All vessels of the Second Fleet are remaining at their home ports in proximity to their balance crews." On the morning of the 29th the First

Fleet, under Admiral Sir George Callaghan, left Portland Roads. Admiral Sir George Astley Callaghan, K.C.B., G.C.V.O., became Commander-in-Chief of the Home Fleets at the end of 1911. On August 4 it was announced that Admiral Sir John R. Jellicoe had assumed supreme command of the Home Fleets, with the acting rank of Admiral; and that Rear-Admiral Charles E. Madden had been appointed his Chief of Staff. Both appointments date from August 4.

OUR NAVAL WAR SUPPLEMENTS.

OWING to the grave statement made by Sir Edward Grey in the House of Commons, on Monday, Aug. 3, regarding the attitude of the Government and the consequent duty of the Navy in certain eventualities—eventualities which may have come to pass before these lines are in print—we have prepared for our readers a comprehensive Supplement illustrating each of the various types of vessels of war which make up the British Navy. In addition, we present a reproduction in colours of the British Dreadnought *King George V.*, after the painting by Norman Wilkinson, R.I. The photographs which illustrate the Supplement, and the explanatory letterpress which accompanies them, show at a glance each of the different classes of war-ships which are engaged in the present crisis, together with notes on their size, speed, armaments, and other essential details compiled from the latest official sources. There is a double-page illustration of the super-Dreadnoughts of the Fleet, the *Iron Duke*, with Admiral Sir George Callaghan in command. Details of the dirigibles and sea-planes of the Navy are also given.

HARWICH ROUTE
TO THE CONTINENT

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BY G. K. CHESTERTON.

THE end of the Caillaux case, which I could not comment on last week, reveals a great number of curious realities. To the average Englishman the oddest thing will be the judge's challenging his fellow magistrate to a duel. To an average Englishman it will sound as if a judge not only tore off his gown, but took off his coat, and had a bout of fisticuffs with the first policeman he met. It would seem as if the Archbishop of Canterbury suddenly turned into Friar Tuck, and laid about him, banging the congregation with a crozier instead of a quarter-staff. But, indeed, there is much more to say on such a matter. The duel is always a confession of equality, and especially the duel to the death. For, undesirable as death is, and as we all (for various reasons) feel it to be, there is no doubt about the equality. The one and only advantage of the duel in the countries where it is practised is that you or I, the most powerless and broken man, may walk up to the most powerful person in Europe and ask him, with the utmost politeness, to die. That, it seems to me, is not altogether a small thing. And should a judge happen to be really unjust, as has occurred, he loses far more dignity through his safety than he would even lose through his danger. I fear that many a man in all ages has been hanged as a murderer when his judge would have been absurdly complimented in being shot like a soldier. So I am in favour of duels between magistrates; and if they all kill each other by accident—why, so much the better for us.

But the fact that affected me most sharply was one far off from all such puerilities of politics. What I was first convinced of before the Caillaux affair was what I am still convinced of at the last of it. I mean the enormity of the mistake of mixing up men and women on public occasions. Something happens in such cases which is not only unfair to both sexes, but unkind to both. A certain kind of sentimentalism, a certain kind of pomposity, a certain kind of coldness and coarseness, a certain kind of vulgarity appears which would never appear in the healthy individual relations of the sexes. The air is thick with compliments that miscarry, and confessions addressed to deaf ears. People may argue against their instincts until they die of that argument. But about many men and many women contending in public there is something that hurts the soul and self-respect in civilised countries. It does not in the least feel like a fraternity of the sexes. It feels like a riotous confusion of polygamy and polyandry. There were only two women prominent in the Caillaux case, and they not typical; but they were quite enough to drive all the men out of their wits. The probable truth is that one woman ought to be talked to at a time. This is no more disrespectful to the woman than to the morning star. Imagine six poets sitting in a row and addressing six different poems to six different morning stars! Imagine a series of Shelleys staring up at a succession of skylarks all the way down the road! Imagine that little wood with its "verdurous glooms and winding mossy ways" crowded with poets like Keats, each with a nightingale attached! Fancy a number of poets like Burns dotted all over a meadow, each standing by his own particular daisy! Exactly the same step from the sublime to the ridiculous is taken when we have a kind of *ménage à trois* conducted boisterously in public—and forget the old proverbial mother-wit that should tell us that two is company and three is none.

I know that there are some people who cannot listen to such common-sense without fancying that something is suggested that is amorous and undignified. A genial Suffragist lady, writing in the *Clarion* the other day, said that if you show her a man opposed to Female Suffrage she would show you a man who had wrecked many women's lives. I know at least one man opposed to Female Suffrage, and I do not think anyone who knows him can think him either sufficiently atrocious or sufficiently attractive for the

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PRECAUTIONS: GREAT BRITAIN UNDER THE EUROPEAN WAR CLOUD.

PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, C.N., AND RECORD PRESS.



WITH MACHINE-GUN AND 1200 ROUNDS: SOLDIERS ON GUARD AT TILBURY DOCKS AT THE BEGINNING OF THE CRISIS.



GUARDING THE CABLE COMPANY'S OFFICE: SOLDIERS ON SPECIAL DUTY AT WESTON-SUPER-MARE.



PROCEEDING TO PORTSMOUTH: COASTGUARDS FROM IRELAND GOING ABOARD A MAIL STEAMER.



AT LIVERPOOL: SOLDIERS GUARDING THE POWER STATION OF THE CANADA DOCK.



LEAVING WATERLOO FOR CHATHAM: MARINES SUMMONED BACK TO DUTY



GUARDING CAISSON NO. 1: A SENTRY ON DUTY AT TILBURY DOCKS—PART OF THE BRITISH PRECAUTIONS.

As soon as it became evident that the crisis in Europe might end in that most serious of things, a general European war, or, at the very least, a conflict between Austria, Germany, and Italy, the Powers of the Triple Alliance, and Russia, France, and Great Britain, the Powers of the Triple Entente, with, of course, Servia added, Great Britain lost no time in taking precautionary measures. At the same period it was emphasised that there was no question of mobilisation in this country. It was evident, nevertheless, that the precautions were of a far-reaching nature. Extra troops were quartered in

Woolwich Arsenal to strengthen the regular guards of the magazines and ammunition stores; and similar precautions were taken at Waltham Abbey, where is the Royal Gunpowder Factory, and at Enfield Lock. Men of the 4th Battalion of the King's Liverpool Regiment were set on guard at several of the Liverpool Docks. All the forts and lights covering the mouth of the Thames were guarded. At Dover, dockyard, piers, and docks were patrolled day and night by troops with fixed bayonets, and the whole stretch of coast-line was also watched by troops. These are examples of the moves made.

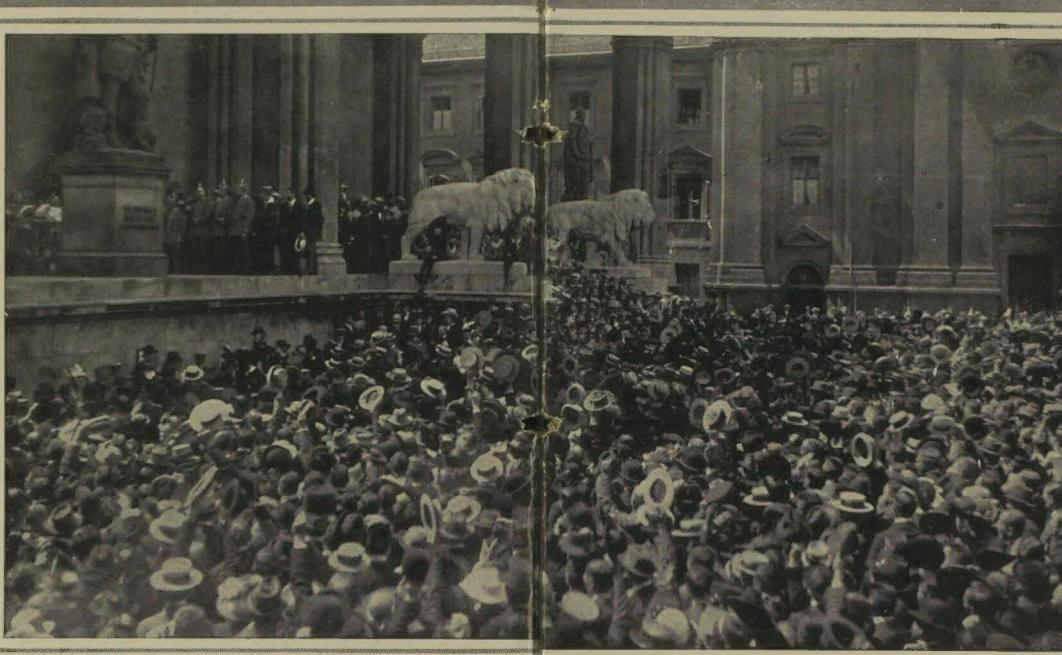
STOCK EXCHANGE CLOSED; BANK RATE ABNORMAL: THE WAR CLOUD AND THE WORLD OF COMMERCE.

PHOTOGRAPHS BY L.N.A., RECORD PRESS, PRESSE CENTRALE,

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WAR PANIC IN FRANCE: A RUN ON A SAVINGS BANK IN PARIS.



A DEMONSTRATION IN FAVOUR OF AUSTRIA:

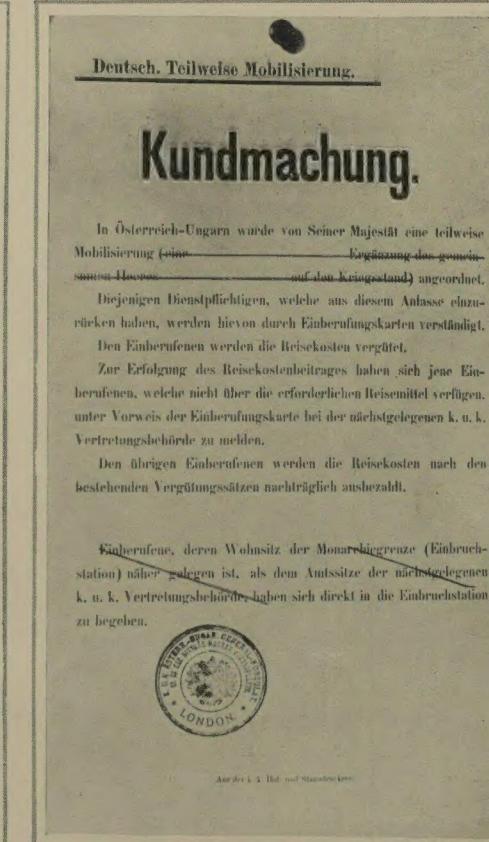


WAR ENTHUSIASM IN INDEPENDENT MUNICH.

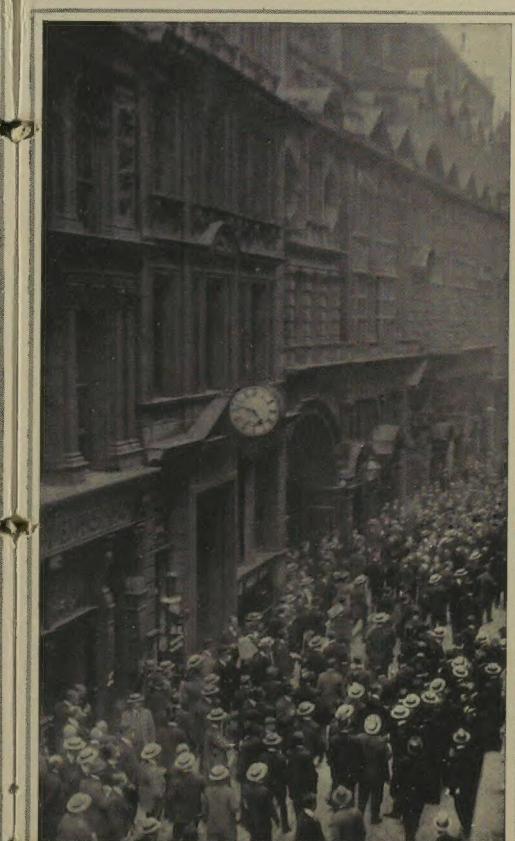
WAR PANIC IN GERMANY: A RUN ON A SAVINGS BANK IN BERLIN.



DRAWN FROM THE COMMERCIAL WORLD: AUSTRIAN RESERVISTS MARCHING THROUGH THE STREETS OF VIENNA.



CALCULATED TO DEPLETE MANY STAFFS: A NOTICE IN LONDON CALLING UP AUSTRO-HUNGARIAN RESERVISTS.



EXCITEMENT IN THE CITY BEFORE THE HOUSE WAS CLOSED: A CROWD BY THE STOCK EXCHANGE.



AT THE AUSTRO-HUNGARIAN CONSULATE IN LONDON: AUSTRIAN RESERVISTS ANSWERING THE CALL TO ARMS.

There must be few who need to be reminded that the war cloud heralded a time not only of great anxiety but of financial stress. In Germany, in France, and elsewhere there were runs on the Savings Banks. The Stock Exchanges of the world were shaken; and there was something like panic in many places. It is more than ever true to-day that commerce and the money commerce needs are at the root of all wars; that the duration of hostilities depends very much upon the lengths of the purses of the combatants. In this connection it is interesting to note that, according to the financial correspondent of the "Daily Telegraph": "England, France, and Russia have in hand gold and silver metal, £426,000,000, against £211,440,000 for the Triple Alliance. Russia takes the lead with over £172,224,000 in gold, and nearly £8,000,000 in silver. France comes next with more than £160,000,000, and almost

£22,000,000 in gold and silver. Within a year the Bank of France has increased its reserve by almost one-third, and that of Russia has grown in like proportion. The Imperial Bank has increased a fourth within the same lapse of time. But it must be remembered that the store of gold kept in the Julius Tower at Spandau since the last war with France has grown lately by the sum of £3,440,000." According to the "Daily Mail's" expert, a recent weekly return of State Banks showed the following amounts of coin and bullion held by the Central Banks of the five greatest Powers when the crisis began: Austria, £64,200,000; Germany, £84,500,000; France, £189,700,000; Great Britain, £40,200,000; Russia, £174,500,000. On July 31, the London Stock Exchange was closed until further notice, and on the same day the Bank Rate jumped up from four to eight per cent—the highest rate since 1873.

MOBILISED LAST WEEK: THE FORCE WHICH MAKES RUSSIA THE

PHOTOGRAPHS BY RECORD PRESS

GREAT PROTECTOR OF THE SLAVS—THE EMPEROR'S ARMY.

AND BULLA-UNDERWOOD.



THE LEAST TRIED ARM: THE EMPEROR OF RUSSIA INSPECTING MILITARY AIR-CRAFT.



MEN OF AN ARMY WHICH, AT WAR STRENGTH, WOULD NUMBER



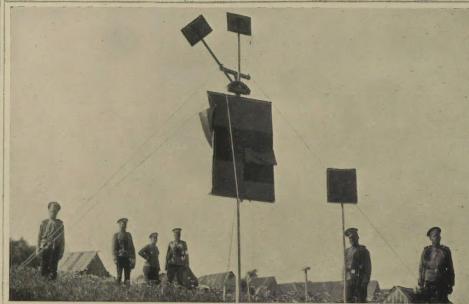
ABOUT 5,000,000: RUSSIAN INFANTRY ENGAGED IN MANOEUVRES.



A FORMIDABLE UNIT OF RUSSIA'S HUGE LAND FORCE: A PARTY OF COSSACKS.

THE RUSSIAN ARMY.

IT has been estimated that Russia's full war strength would be about 5,000,000 men, but, in this connection, we must quote from "Russia's Year-Book": "The troops of the Russian Empire are so far territorialised that under normal circumstances a particular district and is, as a rule, permanently quartered in the same garrison. But in European Russia the bulk of the troops are scattered and drawn north and south through Moscow; consequently recruits and reservists have to march over long distances to join their corps. Moreover, a number of recruits from 'Great Russia' are sent to the Caucasus, making mobilisation a slower and more difficult process than in Germany or France. The peace strength of the armies of Russia is given as 1,800,000 men. The field armies of European Russia and the Caucasus, with the first cavalry reserve division, and the first and second regiments of the Don and Caucasian Cossacks, amount to 1,500,000, or 1,600,000, men. The field army might, if concentrated for field operations, about 200,000 men altogether. 1,800,000 might, perhaps, be assembled in a single theatre."



PHOTOGRAPHED DURING MANOEUVRES: A SIGNALLING DEVICE BELONGING TO THE RUSSIAN ARTILLERY.



WITH OFFICERS IN HIGH COMMAND: THE EMPEROR OF RUSSIA AT GRAND MANOEUVRES.

THE RUSSIAN NAVY.

"THE Russian Navy," the magazine *Yachting* points out, "is subject to special conditions such as do not affect the navies of other Powers. Owing to its geographical situation, Russia has a number of widely separated seas which wash its coasts. Roads is obliged to maintain four distinct fleets, each with its own base. Of these the most important in regard to Western relations is the Baltic Fleet. The chief base of the Baltic Fleet is Kronstadt, which is strongly fortified, as are Dvina-mind [Ust-Dvinsk], Viborg, Sveaborg, and other Baltic ports. The Baltic Fleet is inactive during the ice from November to April, whereby the operations of the fleet are limited, but a new ice-free port at Libau, in Courland, has been made ready for the fleet. It is further in contemplation to establish a naval port on the Arctic coast of Russia in the neighbourhood of Archangel throughout the year, and thus to open up the possibility of creating a naval force with free access to the Atlantic Ocean. In the arrangement of this would be very slight, (it is argued), since such a force would be too distant from any scene of operations to effect much."

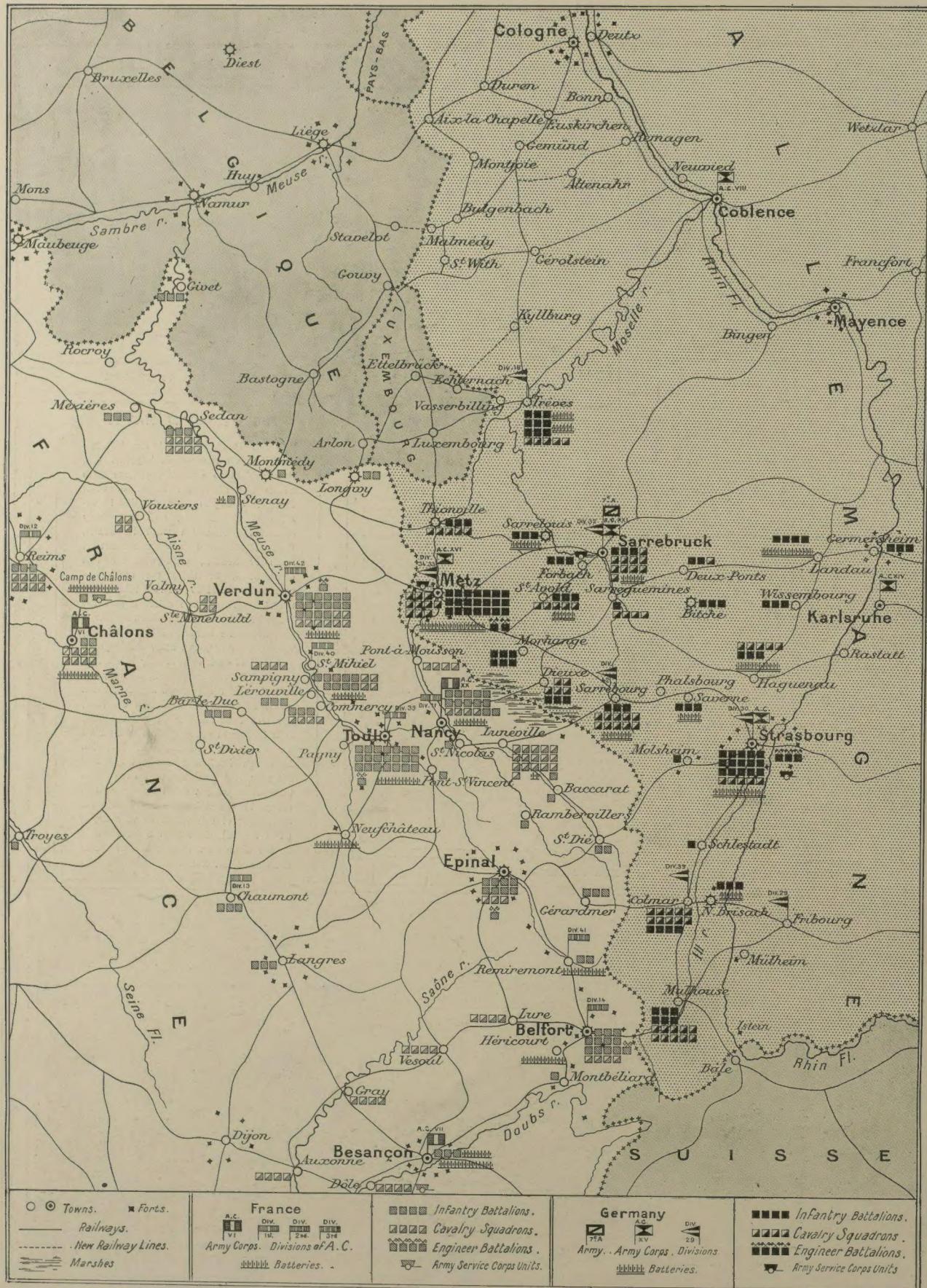


GUNS AND MEN OF AN IMPERIAL ARMY WHICH WAS RECENTLY STRENGTHENED: ARTILLERY AT RUSSIAN MANOEUVRES.

As we stated in last week's issue, and as is, of course, obvious to anyone familiar with European politics, Russia is the protector of the Slavs. Her strength is great, and became evident to all directly the war-cloud appeared. Her first line of defence is about 1,800,000 men, and her full war strength somewhere about 5,000,000, including garrison troops and the *Opoldni*, into which the soldier passes after he has been through the first line and its reserves. Service in the *Opoldni* is for five years—that is, to the completion of the forty-third year of the soldier's age. Some few days ago, when cadets at St. Petersburg were promoted to the rank of officers, the Emperor of Russia said: "I have given orders that

you should be incorporated in the army in view of the actions already through which Russia is at present passing. During your service as officers do not forget what I say to you: Trust in God, and have faith in the glory and greatness of our mighty country." On the evening of July 31, Mr. Asquith, speaking in the House of Commons, said: "We have just heard, not from St. Petersburg, but from Germany, that Russia has proclaimed a general mobilisation of her army and fleet, and that in consequence of this martial law has been proclaimed in Germany. We understand this to mean that mobilisation will follow in Germany if the Russian mobilisation is general and is proceeded with."

ON GUARD. THE GERMAN AND FRENCH FRONTIER FORCES.



WATCHING THE LIMITS OF THEIR COUNTRIES' TERRITORY IN EUROPE: THE NORMAL DISPOSITION OF FRENCH AND GERMAN TROOPS ON THE FRONTIER.

Of recent times, both France and Germany have been reorganising their armies and strengthening them. According to the "Statesman's Year-Book" of this year, which has just been published, the Field Army of France may be reckoned at nineteen Army Corps (two of three divisions), the Lyons Brigade of fourteen battalions, and ten cavalry divisions—a total of about 800,000 combatants. There are also thirty-six complete divisions of reserve troops and some reserve cavalry,

amounting to about 500,000 men—bringing the total strength up to about 1,300,000 combatants. Making a special effort, France might put into the field about 1,380,000 combatants. The same authority says that the strength of the mobile forces of the German Empire is about 1,850,000, and behind this there are, according to some computations, about 1,500,000 men, wholly or partially trained, to supply the waste of war. These figures do not include garrison units or the Landsturm.

ARMED GERMANY: THE WAR LORD AND HIS CHIEF OF STAFF.

PHOTOGRAPH BY TELLGMANN.

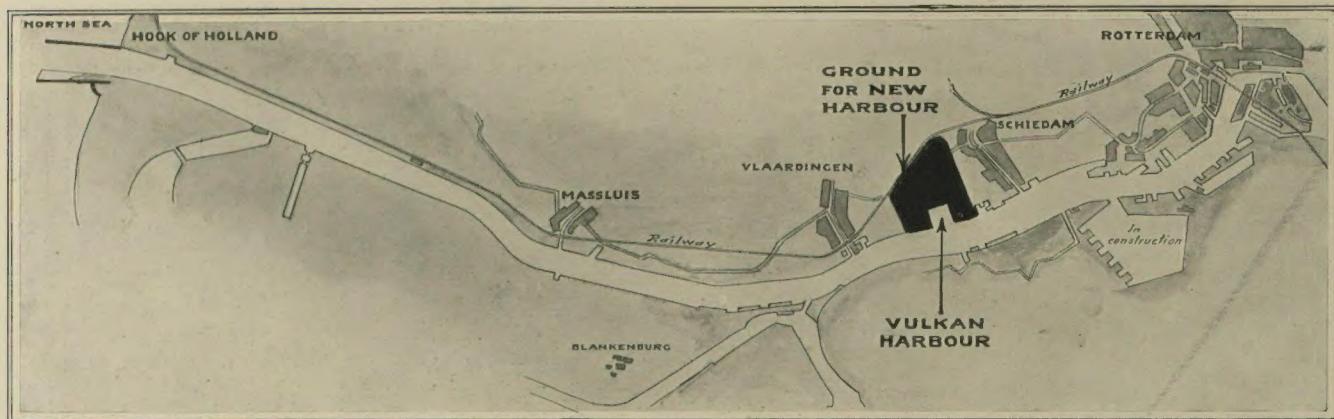


IN THE FIELD AT MANOEUVRES: THE GERMAN EMPEROR, SUPREME COMMANDER OF THE UNITED ARMY OF THE GERMAN EMPIRE; AND GENERAL HELMUTH JOHANNES LUDWIG VON MOLTKE, CHIEF OF THE GENERAL STAFF.

By the Constitution of 1871, it is provided that the whole of the land forces of the German Empire shall form a united army in war and peace, under the orders of the Emperor. All German troops are bound to obey unconditionally the orders of the Emperor, to whom they take an oath of fidelity; but this oath is not administered to the Bavarian troops in time of peace. The Prussian War Office performs the

duties of an Imperial Ministry of War, but Bavaria, Saxony, and Würtemberg have also War Ministers of their own, and the King of Bavaria retains by a special convention the general administration of the Bavarian troops. General Helmuth Johannes Ludwig von Moltke is Chief of the German General Staff. He was born on May 23, 1848. He took part in the war of 1870.

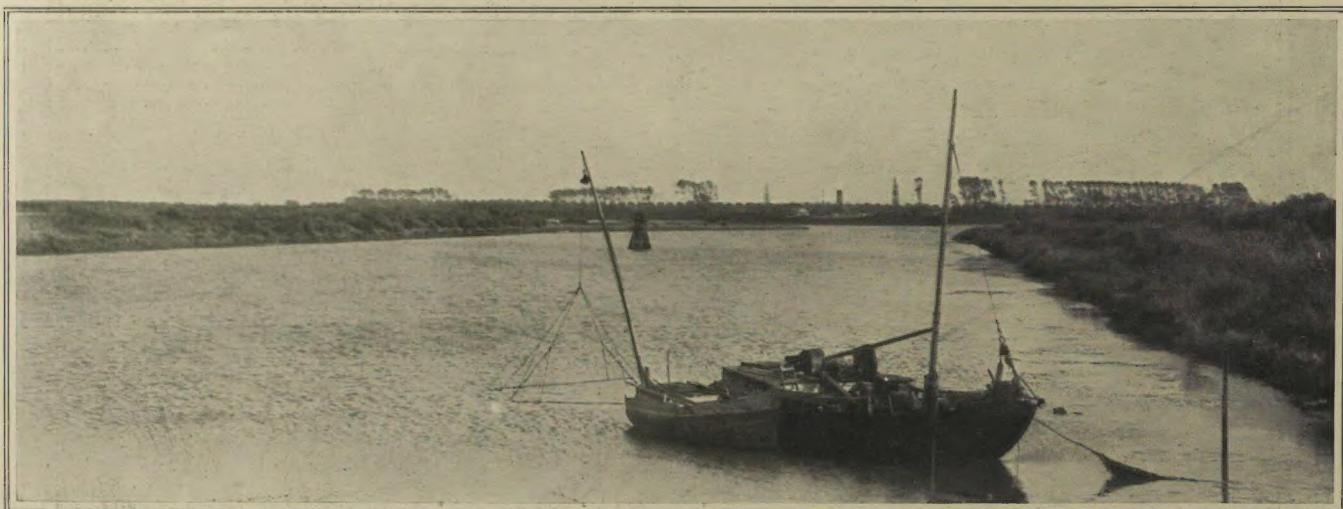
CAUSE OF A "SCARE": THE GERMAN SHIPBUILDERS' DUTCH HARBOUR.



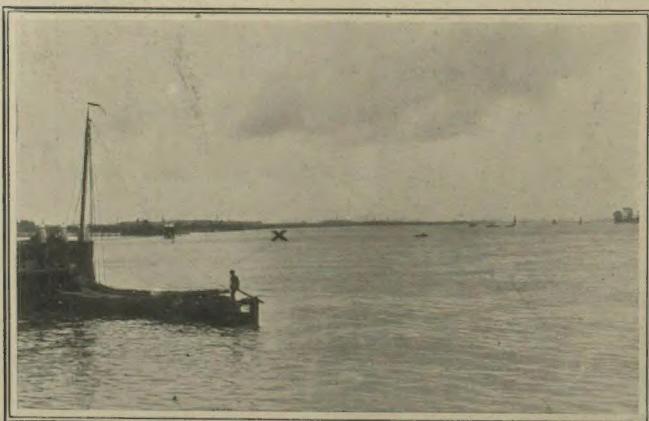
THE VULKAN SHIPBUILDING COMPANY'S NEW HARBOUR AT VLAARDINGEN, NEAR ROTTERDAM: THE POSITION OF THE ENTERPRISE.

Speaking in the House of Commons, Sir Edward Grey said, in answer to a question, that he understood that the concession by the Dutch Government to the Vulkan Company to dredge and deepen the river beside the land at Vlaardingen already in their possession had been granted in principle, but he had no reason to suppose that

this would in any way interfere with the control of the waterway by that Government. He was informed that the company acquired the land for the purpose of transhipping ore from sea vessels into Rhine lighters, and he had no doubt that any other foreign company would have the right to obtain a similar concession.

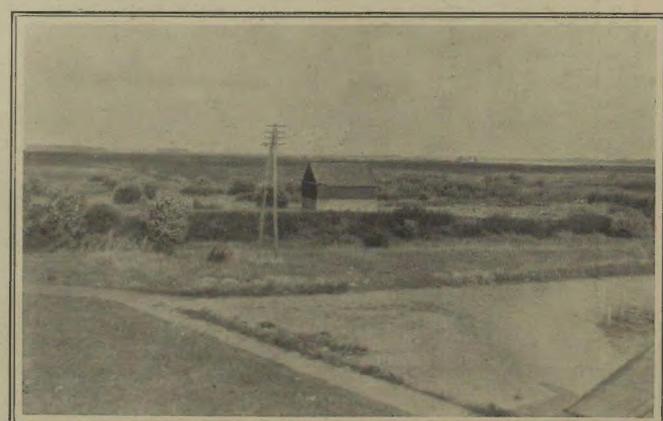


AS IT IS NOW: THE SITE AT VLAARDINGEN, NEAR ROTTERDAM AND 115 MILES FROM HARWICH, WHICH WILL BE TURNED INTO A PRIVATE HARBOUR FOR THE VULKAN SHIPBUILDING COMPANY OF GERMANY.



SHOWING ROTTERDAM IN THE BACKGROUND: A VIEW OF THE WATERWAY TO THE NORTH SEA SHOWING (AT X) THE ENTRANCE TO THE VULKAN HARBOUR.

Some sensation was caused the other day by the announcement that the Vulkan Shipbuilding Company, of Germany, a firm which has built Dreadnoughts for Germany at Stettin and Hamburg, had been granted by the Dutch Government the right to construct a private harbour at Vlaardingen, near Rotterdam, 115 miles from Harwich. Later it was stated officially by the Vulkan Company that the harbour would be used



TO BE INCORPORATED IN THE DUTCH HARBOUR OF THE VULKAN SHIPBUILDING COMPANY OF GERMANY: SOME OF THE GROUND FOR THE NEW ENTERPRISE.

for commercial purposes; that is, for example, for docking and transhipping iron ore, coal, pig-iron, and so on. Herr Thyssen, the head of the Company, has a similar harbour at Caen (in Normandy), to say nothing of dock and harbour facilities in India and Brazil, and at Nicolaieff, on the Black Sea. He has huge coal-fields and iron-works, and his personal fortune is estimated at between five and ten million pounds.

WOMAN'S PART IN THE WAR: WEARERS OF THE RED CROSS.

PHOTOGRAPH BY TOPICAL PRESS.



PREPARED FOR WORKS OF MERCY: NURSES LEAVING THE WAR OFFICE AFTER RECEIVING THEIR ORDERS IN CASE OF WAR.

Such a photograph as the above is sadly significant of the most inspiring work associated with warfare—namely, the merciful task of the women who tend the wounded. The wars that have now begun must involve more of such work than has probably ever been performed before at any one period. On Tuesday, August 4, Princess Christian

visited the War Office in connection with the organisation of nurses for war service; and the Lady Mayoress presided over a special meeting of the City of London branch of the British Red Cross Society, at which it was announced that the Guildhall would be used as a centre and dépôt, and would, if possible, be fitted up as a temporary hospital.

CALLED TO ACT AGAINST GERMANY ON THE FIELD OF

PHOTOGRAPHS BY TOPICAL, C.N.

BATTLE: THE FRENCH ARMY—INFANTRY AND ARTILLERY.

AND NEWSPAPER ILLUSTRATIONS.



1. INFANTRY WITH A QUICK-FIRER.

2. ALPINE CHASSEURS ON THE MARCH.

3. ARTILLERY.

In France the liability for military service, which is compulsory and universal, extends from the age of twenty to the age of forty-eight. "The field army of France" (we quote the "Statesman's Year-Book" for 1914) "may be reckoned at 19 Army Corps (two of 3 divisions), the Lyons Brigade of 14 battalions, and 10 cavalry divisions. Total, about 800,000 combatants. There are also 36 complete divisions of reserve troops and some reserve cavalry amounting to about 500,000 men. Total strength about 1,300,000 combatants. . . . It would also appear that in a war requiring France to put forward her whole strength, two additional army corps, each of two divisions, could be provided by the Algerian troops and the troops

4. ZOUAVES.

5. DRAGOONS IN WAR KIT, WITH HELMETS COVERED.

6. ARTILLERY.

of the Colonial army in France. These corps, with an Algerian cavalry division, would add about 80,000 men, making a grand total of about 1,380,000 combatants." These figures refer, as already mentioned, to the field army. According to another estimate, France possesses some 4,000,000 trained men, of which the active force and reserve amount together to about 2,000,000 men. It should be mentioned that the French Colonial Army, formed partly of white and partly of native troops, is quite distinct from the Metropolitan, or National, Army.

GERMANY'S POWER AT SEA: WAR-SHIPS AND A GREAT NAVAL WORK.

PHOTOGRAPHS BY REINHOLD AND TRAMMUS



1. OF THE "MOSQUITO" CRAFT OF THE GERMAN NAVY: A TORPEDO-BOAT.

3. ON GERMANY'S GREAT NAVAL WATERWAY RECENTLY ENLARGED TO TAKE WAR-SHIPS OF THE LARGEST SIZE: ON THE KIEL CANAL.

4. THE GERMAN CRUISER WHICH REPORTED THAT SHE WAS BOMBARDING THE NAVAL HARBOUR AT LIBAU: THE "AUGSBURG."

2. ONE OF A TOTAL OF FORTY-EIGHT: ANOTHER GERMAN TORPEDO-BOAT.

5. REPORTED (ON AUGUST 5) TO HAVE BEEN CAPTURED BY A FRENCH SQUADRON IN THE MEDITERRANEAN: THE GERMAN CRUISER "BRESLAU."

One of the first reports of naval actions in the Russo-German war was received on August 3 from the German cruiser "Augsburg," to the effect that she had bombarded the naval harbour of Libau. She is said to have fired twenty shots, but caused slight damage and no casualties. It has been suggested that the "Augsburg" was at the time doing reconnaissance work for a fleet proceeding north-eastward. On August 5 it was reported that the "Breslau," with the battle-cruiser "Goeben," had been captured

by a French squadron in the Mediterranean, and that the German cruiser "Panther" had been sunk. At the moment of writing this is not confirmed. Both the "Breslau" and the "Augsburg" are small cruisers. Each carries, among other armament, twelve 4.1-inch guns; and the "Augsburg" has also four 5-pounders and four machine-guns. The total number of torpedo-boats in the German Navy is 48. The German Emperor opened the widened Kiel Canal as recently as the end of June.

A GERMAN DREADNOUGHT REPORTED CAPTURED: AND OTHER SHIPS.

PHOTOGRAPHS BY RENARD.



1. THE NEW TYPE OF VESSEL HITHETO UNTRIED IN NAVAL WARFARE: A GERMAN SUBMARINE.

2. ONE OF GERMANY'S DREADNOUGHTS: THE "PRINZ REGENT LUITPOLD."

3. REPORTED (ON AUGUST 5) TO HAVE BEEN CAPTURED BY THE FRENCH OFF THE ALGERIAN COAST: THE GERMAN DREADNOUGHT BATTLE-CRUISER "GOEBEN."

It was reported on August 5 that three German cruisers, the "Goeben," "Panther," and "Breslau" had bombarded the Algerian towns of Bona and Philippeville, and that afterwards part of the French Fleet from Toulon overtook them, sank the "Panther" and captured the "Goeben" and the "Breslau." The "Goeben" is one of two 1909 German battle-cruisers of the Dreadnought type, her sister-ship being the "Moltke." They have a displacement of 23,000 tons, and a complement of 1107 men, while their

armament includes ten 11-inch guns; twelve 6-inch; twelve 24-pounders; and four torpedo-tubes. Each vessel cost about £2,200,000. At the moment of going to press the report as to the capture of the "Goeben," etc., has not been officially confirmed. The German Dreadnought "Prinz Regent Luitpold" carries ten 12-inch guns, fourteen 6-inch, twelve 24-pounders, four 24-pounder anti-aerial guns, and five torpedo-tubes. The German Navy is said to possess about thirty submarines.

THE GREAT FORCES TO WHICH GERMANY PINS HER FAITH

ON LAND AND SEA: THE GERMAN ARMY AND NAVY.

PHOTOGRAPHS BY RECORD

PRESS AND CRIB



1. CAVALRY; WITH HELMETS COVERED FOR WAR.

3. INFANTRY ENTRENCHED.

In Germany all men between the ages of seventeen and forty-five are liable to military service, and the actual service begins at the age of twenty. As regards the numbers of the German forces, the "Statesman's Year-Book" for 1914 says: "The strength of the field army (25 army corps and independent cavalry), together with the reserve troops, amounts to about 1,250,000 combatants. To this must be added the mobile Landwehr, the total strength of which amounts to about 600,000. The total of the mobile forces of the German Empire is, therefore, about 1,850,000. Behind this there are, according to some computations, about 1,500,000 men, wholly or partially trained, to supply the waste of war. These

2. ARTILLERY; WITH HELMETS COVERED FOR WAR.

4. GERMAN SAILORS.

figures do not include garrison units or any part of the Landsturm." The latter is a purely home defence force, estimated at about 661,276, and comprising men between thirty-nine and forty-five. The first line of the German Army, which contains 25 army corps and 11 cavalry divisions, is said to aggregate 2,300,000 men, with 6000 field-guns. Another estimate places the nominal strength of Germany at 4,500,000 men, and the actual mobilised strength at 2,500,000, on the basis that little more than half of the force on paper can be put into the field at one time.

HANDED HIS PASSPORTS: THE GERMAN AMBASSADOR IN LONDON.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



REPRESENTATIVE OF GERMANY IN GREAT BRITAIN FROM 1912: H.S.H. PRINCE LICHNOWSKY AS VISITOR TO THE FOREIGN OFFICE
ON THE DAY OF SIR EDWARD GREY'S ANNOUNCEMENT OF THE BRITISH ATTITUDE.

Prince Charles Max Lichnowsky, who became German Ambassador to this country in 1912, was born in 1860, son of the late Prince Karl Lichnowsky and Marie, Princess of Croy. In 1885, he was an Attaché at the German Embassy here. He is a Hereditary Member

of the Upper House of the Prussian Diet and Hon. G.C.V.O. In 1904 he married Mechtilde, Countess Arco-Zinneberg. War was officially declared as from 11 p.m. on Tuesday, August 4, and later Prince Lichnowsky was handed his passports.



"MOBILISATION OF THE FLEET HAS TAKEN PLACE": THE BRITISH DREADNOUGHT "KING GEORGE V."

In the course of his momentous speech in the House on August 3, Sir Edward Grey said: "We felt strongly that France was entitled to know and to know at once whether or not in the event of attack upon her unprotected northern and western coasts she could depend upon British support. In that emergency and in these compelling circumstances yesterday afternoon I gave to the French Ambassador the following statement: 'I am authorised to give an assurance that, if the German Fleet comes into the Channel or through the North Sea to undertake hostile operations against French coasts or shipping, the British Fleet will give all the protection in its power. This assurance is, of course, subject to the policy of his Majesty's

Government receiving the support of Parliament, and must not be taken as binding his Majesty's Government to take any action until the above contingency or action of the German Fleet takes place.' I read that to the House, not as a declaration of war on our part. . . . but as binding us to take aggressive action should that contingency arise. . . . I understand that the German Government would be prepared if we would pledge ourselves to neutrality to agree that its Fleet would not attack the northern coast of France. I have only heard that shortly before I came to the House, but it is far too narrow an engagement for us." A little later he said: "Mobilisation of the Fleet has taken place; mobilisation of the Army is taking place."

AS IT WAS ON THE NIGHT OF THE DECLARATION OF WAR.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKHOEK.



PATRIOTIC DEMONSTRATIONS BEFORE THE ROYAL RESIDENCE IN LONDON: CROWDS CHEERING THE KING AND QUEEN ON THEIR APPEARANCE ON A BALCONY OF BUCKINGHAM PALACE.

This drawing shows the scenes of patriotic enthusiasm which have been taking place outside Buckingham Palace every day since the shadow of war began to overhang the nation. The popular feeling of loyalty to the Royal House in the hour of national trial culminated on the night of the Declaration of War against Germany—that is, on

August 4. At about eight o'clock on that evening, when a throng of some 10,000 people were gathered in front of Buckingham Palace, the King and Queen, the Prince of Wales, and Princess Mary came out on a balcony. A mighty cheer rose from the assembled crowd, who then sang the National Anthem with the utmost fervour.

THE GREAT WAR: PROMINENT PERSONALITIES—

PHOTOGRAPH: LUCAS AND CO.; ROSS: C. N.; LAFAYETTE: BOUTE, BRUSSELS; SYMONDS: PORSMOUTH; HEATH, PLYMOUTH; RUSSELL, SOUTHSEA: LONDON STEREOGRAPHIC CO.;

NAVAL, MILITARY, DIPLOMATIC, AND GENERAL.

RECORD PRESS; SWAIN: BERESFORD; HAINES; BOISSONAS AND EGGER; MOYSE AND LAKER; MANUEL; BIERER; DINHAM; CORBETT; THOMSON; E. O. HOPPÉ, AND FREDERICK BROOKS.



There is no need for us to say much about the personalities whose portraits figure on this double-page, as they have all been so much in the public eye of late. It may be noted however, that it was announced on August 4 that, with the approval of the King, Admiral Sir John R. Jellicoe had assumed supreme command of the Home Fleets, with the acting rank of Admiral, and that Rear-Admiral Charles E. Madden had been appointed to be his Chief of Staff. Sir John Jellicoe, who is known in the Service as "J. J.," is fifty-five. In 1900, as a Captain, he commanded the Naval Brigade and acted as chief staff officer in the Pekin Legation Relief Expedition. After a distinguished career he became Second Sea Lord in 1912. He is one of the greatest gunnery experts of the day. It may be added, too, that he is a survivor of the "Victoria," which sank after being in collision with the "Camperdown" off Tripoli in 1893.—With regard to the King of the Belgians, it need only be recalled that he made a personal and "supreme" appeal to the King for the diplomatic intervention

of the British Government to safeguard the integrity of Belgium. On August 5 it was stated that he was starting for the front.—Mr. John Redmond, it will be remembered, made the patriotic announcement in the House on August 3 that the British Government might withdraw every one of their troops from Ireland, whose coasts would be defended by her armed sons, Catholic Nationalists and Protestant Ulstermen acting in union.—The Grand Duchess of Luxembourg, whose neutral State German troops entered, was born on June 14, 1894, and succeeded in February 1912.—At the earliest stage of the crisis, M. Jean Jaurès, the famous Socialist leader and peace advocate, was shot dead after presiding at an international peace conference in Paris. Many tributes have been paid to his memory, by the French Government amongst others.—Lord Morley recently resigned his office as Lord President of the Council, but it was said that he would continue the duties until the appointment of a successor.

DEFINING GREAT BRITAIN'S POLICY: ONE OF THE MOST HISTORIC MOMENTS IN THE HISTORY OF PARLIAMENT.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN THE HOUSE OF COMMONS.

THE BRITISH FOREIGN MINISTER ANNOUNCING HIS COUNTRY'S ATTITUDE: SIR EDWARD GREY
BRITISH FLEET AND THE QUESTIONMAKING HIS GREAT PRONOUNCEMENT WITH REGARD TO THE SUPPORT OF FRANCE BY THE
OF BELGIAN NEUTRALITY.

In the House of Commons on Monday, August 3 (Bank Holiday), Sir Edward Grey, the Foreign Minister, in outlining the policy of the Government in the crisis, made one of the most momentous speeches which any Cabinet Minister has ever been called upon to make in the British Parliament. He said that from the point of view of British interests "France was entitled to know, and to know at once, whether or not in the event of an attack upon her unprotected northern and western coasts she could depend upon British support." In these circumstances he had given to the French Ambassador, on Sunday afternoon, an assurance, subject to his Majesty's Government receiving the support of Parliament, that in such an event "the British Fleet will give all the protection in its power." Sir Edward Grey then proceeded to deal with our position as regards the neutrality of Belgium. He said:

"We have great and vital interests in the independence (of which integrity is the least part) of Belgium. . . . If, in a crisis like this, we ran away from those obligations of honour and interest as regards the Belgian Treaty, I doubt whether, whatever material force we might have at the end, it would be of very much value in face of the respect that we should have lost; and I do not believe, whether a Great Power stands outside this war or not, it is going to be in a position at the end of this war to exert its material strength." Sir Edward Grey's statement was listened to with rapt attention by a crowded House, which at its conclusion adjourned with cheers. On Sir Edward Grey's left hand may be seen Mr. Lloyd George, Chancellor of the Exchequer; Mr. Asquith, the Prime Minister; and Mr. Winston Churchill, First Lord of the Admiralty.

THE MOBILISING OF THE BRITISH FLEET: AND

PHOTOGRAPHS BY C.N. AND

FINANCIAL PRECAUTIONS: TWO PROTECTIVE MOVES.

INTERNATIONAL ILLUSTRATIONS, LTD.



1. SCOTTISH FISHERMEN CALLED FOR NAVAL DUTY: RESERVISTS ON THEIR WAY TO BARRACKS AT PORTSMOUTH.

2. SIGNS OF THE NATIONAL COAL SUPPLY HAVING BEEN REQUISITIONED FOR THE FLEET: COAL-LADEN SHIPS HELD UP AT BARRY DOCKS, NEAR CARDIFF.

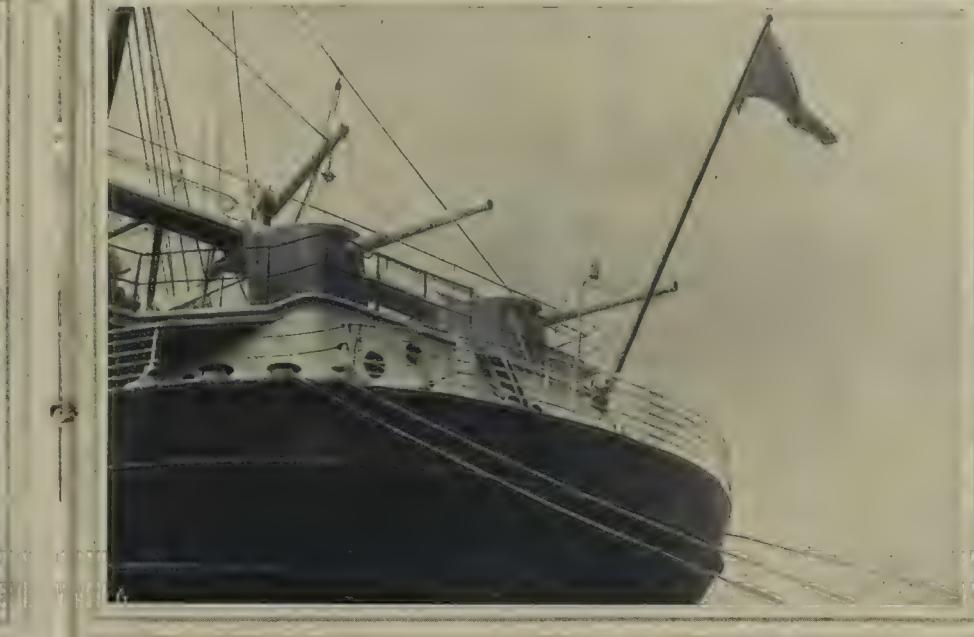
21. ROYAL MESSAGES TO THE PEOPLE: READING FOUR PROCLAMATIONS FROM THE STEPS OF THE ROYAL EXCHANGE.

3. CALLED OUT AS PART OF THE NAVAL RESERVES: THE HON. RUPERT GUINNESS, COMMANDER OF THE LONDON DIVISION, OFFICERS, AND MEN OF THE ROYAL NAVAL VOLUNTEER RESERVE MOBILISED AT HEADQUARTERS.

4. THE NEW ARM: A MEMBER OF THE ROYAL FLYING CORPS ON DUTY AT EASTCHURCH.

5. CARRIER OF MILLIONS IN SPECIE: THE "KRONPRINZESSIN CECILIE," SAID TO HAVE RETURNED TO AMERICA.

On Sunday, August 2, the mobilisation of the Navy began. Notices were issued by the Secretary of the Admiralty calling out the Immediate Class and classes "A" and "B" of the Royal Fleet Reserve; the Royal Naval Reserve, including the Trawler Section; Naval Pensioners and Marine Pensioners under the age of fifty-five; and the Royal Naval Volunteer Reserve. So quickly did the men respond, in many cases leaving for their ships or depots before the actual receipt of their orders, and so smoothly were the arrangements carried out, that on the following afternoon Sir Edward Grey was able to declare in the House of Commons that "Mobilisation of the Fleet has taken place," and the Admiralty also issued an announcement the same evening, saying: "The mobilisation of the British Navy was completed in all respects at 4.0 a.m. this morning. This is due to the measures taken and to the voluntary response of



6. THE LINER PREPARED FOR WAR: THE ARMED LIVERPOOL VESSEL "CORINTHIC."

7. CARRYING CARTRIDGES: A COASTGUARD IN WAR KIT.

8. A PRECAUTIONARY MEASURE IN THE WORLD OF FINANCE: OUTSIDE THE CLOSED NATIONAL PENNY BANK IN QUEEN VICTORIA STREET, LONDON.

9. MOBILISING: NAVAL RESERVE MEN—OF THE ROYAL YACHT SQUADRON, ETC.—ANSWERING THE CALL.

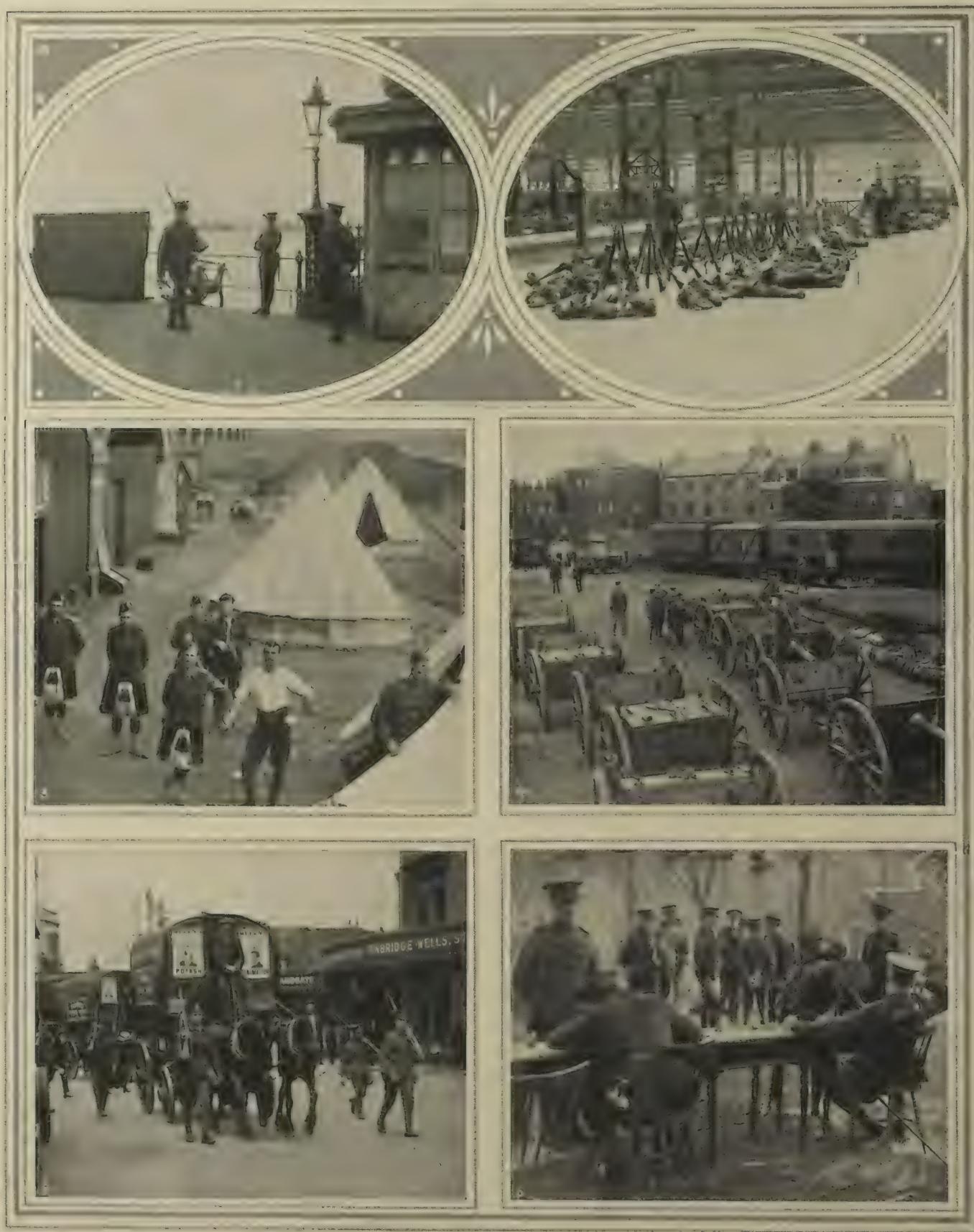
10. LEAVING FOR DUTY WITH THE FLEET: NAVAL RESERVES.

11. A PRECAUTIONARY MEASURE IN THE WORLD OF FINANCE: THE ISSUE OF A PROCLAMATION FOR POSTPONING THE PAYMENT OF CERTAIN BILLS OF EXCHANGE.

the Reserve men in advance of the Royal Proclamation, which has now been issued. The entire Navy is now on a war footing." One of the side issues in connection with the crisis which has been followed with much interest by the public has been the probable fate of the Hamburg-American liner "Kronprinzessin Cecilie," which left New York for Bremen with over two million pounds worth of specie, and was later reported to have turned back, with her outline disguised, and to have been seen off the coast of Maine. Pending other arrangements, several precautionary measures were taken in the world of finance to prevent a money panic. A Proclamation was issued postponing the payment of certain bills of exchange; all banks were closed for three additional days, as well as the Bank Holiday; and the National Penny Bank closed its doors until further notice for the protection of its depositors, owing to the strain imposed upon all classes of secu-

BRITAIN AND THE WAR: MILITARY PRECAUTIONS AND MOBILISATION.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, CENTRAL PRESS, S. AND G., AND TOPICAL.



1. BRITISH MILITARY PRECAUTIONS: GUARDING DOVER PIER.

3. ON GUARD IN SCOTLAND: BLACK WATCH BIVOUACKING IN THE GOODS YARD AT BRECHIN.

5. CARRIERS' CARTS AS AMMUNITION-WAGGONS: MUNITIONS OF WAR FROM THE POWDER MAGAZINE IN HYDE PARK ARRIVING AT LONDON BRIDGE STATION.

2. RESTING WHILE WAITING FOR THE SPECIAL TRAIN TAKING THEM TO THEIR CENTRE: SOLDIERS IN WATERLOO STATION.

4. READY FOR INSTANT TRANSPORT BY RAIL: GUNS IN 'NINE ELMS' GOODS YARD.

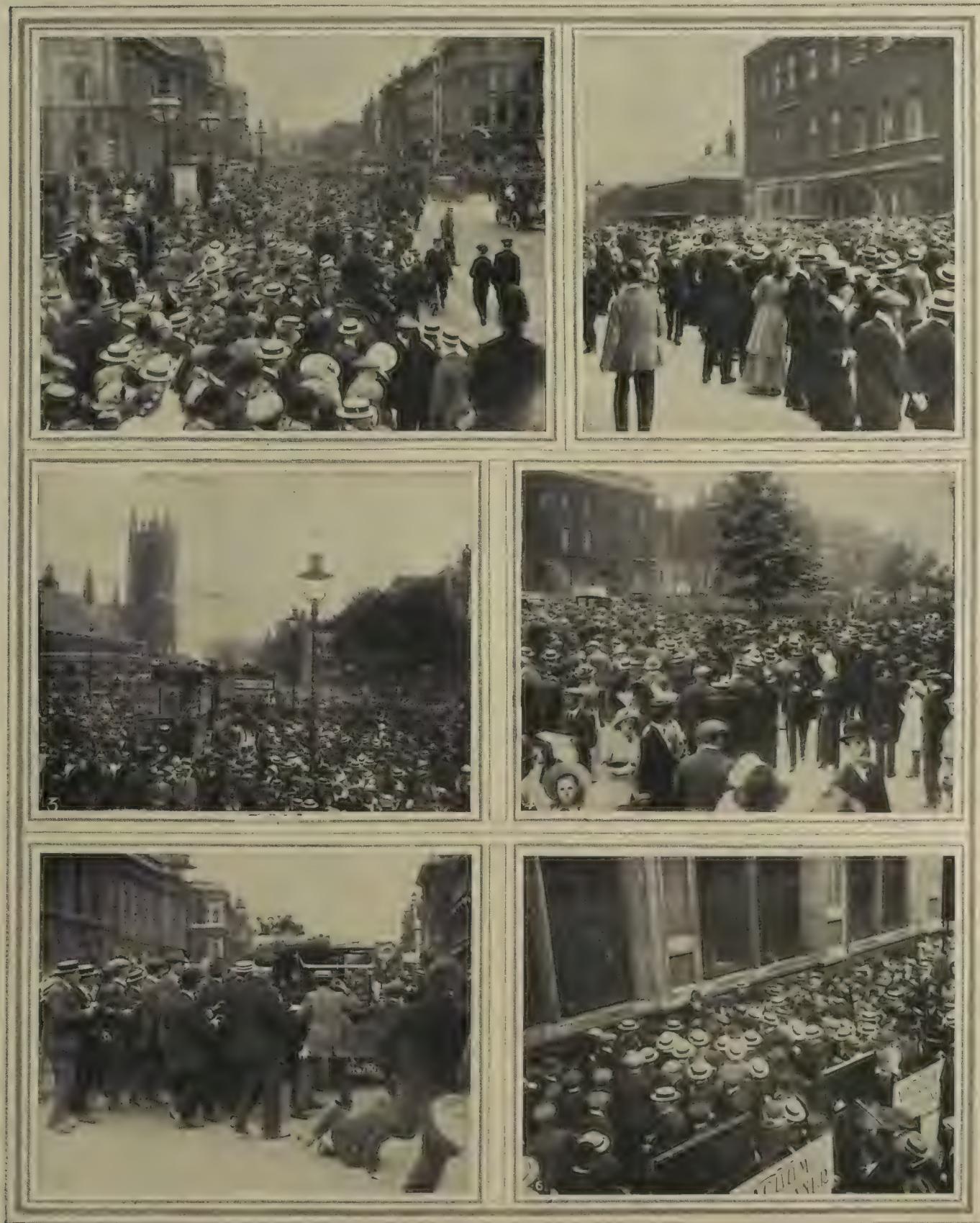
6. UNDER THE SHADOW OF WESTMINSTER ABBEY: MEN OF THE TERRITORIAL FORCE IN PEACEFUL DEAN'S YARD.

From the moment when the crisis showed signs of becoming acute, Great Britain lost no time, but proceeded at once to put in hand those precautionary measures which invariably take place at any time of acute stress. Guards were mounted over dépôts, stores, and dockyards, and similar places of strategic importance, and certain minor movements of troops took place; whilst, as an additional measure of precaution, officers

and men on furlough were recalled from leave. It was not, however, until the morning of Tuesday, August 4, that the actual order for mobilisation was given, following on the speech in the House of Commons by Sir Edward Grey on the previous afternoon, when he declared that "the mobilisation of the Fleet has taken place; that of the Army is taking place." At 11 p.m. on Tuesday, Aug. 4, war was formally declared between Germany and Great Britain.

BRITISH INTEREST IN THE WAR: EAGER CROWDS IN LONDON STREETS.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, G.P.U., AND PHOTOPRESS.



1. EAGER TO LEARN THE BRITISH ATTITUDE TOWARDS FRANCE AND THE OTHER CONTINENTAL POWERS INVOLVED IN THE EUROPEAN CRISIS: A CROWD BY THE HOUSES OF PARLIAMENT AND IN WHITEHALL, ON BANK HOLIDAY.

3. BANK HOLIDAY INTEREST IN WAR AND THE DOINGS OF BRITISH MINISTERS AND M.P.'S: A CROWD BY THE HOUSES OF PARLIAMENT.

5. CHEERING THE PRIME MINISTER: DEMONSTRATING BEFORE MR. ASQUITH'S MOTOR-CAR.

The crowd in London has been taking the greatest interest in the state of affairs in Europe, and the fact that the crisis was at its height on the Saturday afternoon, the Sunday, and on Bank Holiday, did not tend, of course, to diminish the numbers of those who were able to find time to gather at such centres as the Admiralty, the War Office,

2. WATCHING THE MOVEMENTS OF MINISTERS AND OTHER LEADERS: A CROWD OUTSIDE NO. 10, DOWNING STREET, THE OFFICIAL RESIDENCE OF THE PRIME MINISTER.

4. EAGER TO CATCH A GLIMPSE OF MINISTERS AND OTHERS CONCERNED: A CROWD IN WHITEHALL, OPPOSITE DOWNING STREET.

6. SURROUNDED: A GENTLEMAN DISTRIBUTING PEACE PAMPHLETS FINDS HIMSELF IN A WARM CORNER IN WHITEHALL.

Downing Street, the Houses of Parliament, and Buckingham Palace. The chief question, it need scarcely be pointed out, was: "What are we going to do?" Everyone was very orderly: "mufficking" was a very rare occurrence and of no moment, but a gentleman who endeavoured to force peace pamphlets on the crowd had to beat a hasty retreat.

GERMANY AT WAR: HER CALL TO ARMS—IN GERMANY AND ENGLAND.

PHOTOGRAPHS BY TOPICAL AND INTERNATIONAL ILLUS.



CALLED FROM ENGLAND TO FIGHT FOR THE FATHERLAND: GERMAN RESERVISTS OUTSIDE THEIR COUNTRY'S CONSULATE, IN BEDFORD PLACE, LONDON, TO WHICH THEY WENT TO REPORT THEIR OBEDIENCE TO THE MOBILISATION ORDER.



A SEQUEL TO THE PROCLAMATION OF A STATE OF WAR IN GERMANY AND THE BEGINNING OF THE GREAT WAR: GERMAN RESERVISTS LEAVING A PROVINCIAL STATION FOR THE WAR AREA.



WHEN THE GERMAN EMPEROR SAID "THE SWORD IS BEING FORCED INTO OUR HAND": THE CROWD OUTSIDE THE IMPERIAL PALACE IN BERLIN WHEN THE KAISER MADE HIS SPEECH AMID SCENES OF WILD ENTHUSIASM.



AFTER GERMANY HAD PROCLAIMED WAR AGAINST RUSSIA: CHEERING THE GERMAN EMPEROR OUTSIDE THE IMPERIAL PALACE, BERLIN.

On July 31 a State of War was decreed in Germany, and on the following day Germany declared war on Russia. On the Friday evening, the Kaiser, speaking from a balcony of his Palace, said: "A dark day has to-day broken over Germany. Envious persons are everywhere compelling us to defence. The sword is being forced into our hand. I



AFTER GERMANY HAD PROCLAIMED WAR AGAINST RUSSIA: CHEERING THE GERMAN CROWN PRINCE ON HIS LEAVING THE IMPERIAL PALACE.

hope that, if at the last hour my efforts to bring our adversaries to see things in their proper light and to maintain peace do not succeed, we shall with God's help wield the sword in such a way that we can sheathe it with honour." Scenes of wild enthusiasm took place throughout Berlin on the publication of the speech.

HER FIRST STUDIO-PORTRAIT AS A GROWN-UP: THE PRINCESS.

PHOTOGRAPH BY CAMPBELL-GRAY, LONDON.



THE ONLY DAUGHTER OF THE KING AND QUEEN PHOTOGRAPHED AT BUCKINGHAM PALACE FOR THE FIRST TIME SINCE HER HAIR WAS PUT UP AND HER SKIRTS WERE LENGTHENED: H.R.H. PRINCESS MARY AT THE PIANO.

Princess Mary, only daughter of the King and Queen, was born on April 25, 1897. Her full names are Victoria Alexandra Alice Mary.

SCIENCE

NATURAL

HISTORY.



SCIENCE JOTTINGS.

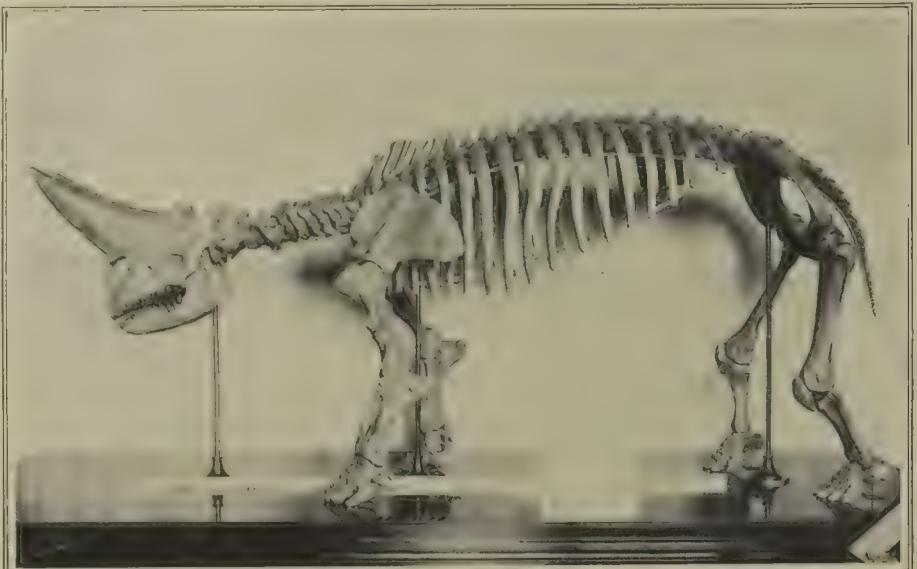
A PREHISTORIC BEAST.

THE addition of a mounted skeleton of that most extraordinary creature the arsinotherium to the Gallery of Fossil Mammals at the British Museum of Natural History marks an event of real importance. In the first place, it is the only complete skeleton which has yet been mounted, and it is, besides, one of the most remarkable animals in that gallery of wonderful beasts. Standing about six feet high at the withers, it resembles, in its general appearance, a rhinoceros. It differs, however, entirely from this animal in the singular armature of the head. In the rhinoceros, it will be remembered, the snout is surmounted by a great horn; in the African species there are two horns, one behind the other. These differ entirely from the horns of ruminants, such as antelopes and cattle, for instance, for in them these weapons are formed of bony outgrowths of the skull ensheathed in a horny case. In the rhinoceros the horns are formed of a solid mass of matted hairs, and have no supporting skeleton. The horns of arsinotherium were of the ruminant type—that is to say, they were formed of bony outgrowths covered with a horny sheath. There were two pairs of these in this great beast—a huge pair, placed side by side above the eyes, and a much smaller pair between the eyes and the ears. From the general build of the animal it is pretty certain that it was a browser, and conveyed food to its mouth by means of a long, prehensile lip. In the shape of its limbs, as may be seen in the skeleton, it resembled both the elephant and the rhinoceros—that is to say, its legs were massive and pillar-like. This is a common type of leg in animals with bulky bodies, and is no indication of kinship. There is one peculiar feature of this skeleton, however, for which no explanation is forthcoming, and that is the singular forwardly directed curvature of the ribs in the middle of the body.

As to the precise relationship of this animal nothing is known, but it seems probable that it is distantly related to the little dassies or rock-conies which abound in Africa to this day. The discovery of the first remains of arsinotherium made a great sensation some ten years ago. They were found in the Fayum, the lake province of Egypt, occupying a depression in the desert to the west of the Nile Valley, some seven-and-fifty miles south of Cairo.

Ages ago this district was occupied by a huge lake surrounded by vast jungles swarming with a host of strange beasts long since extinct. Some of these, since they were contemporaries of arsinotherium, deserve special mention here. First and foremost come the primitive elephants discovered by Dr. Charles Andrews, of the British Museum. The earliest of these, which appeared on the scene while arsinotherium was

tip with a pair of short, chisel-like teeth. The upper jaw bore a pair of short tusks destined to achieve huge size in the distant future. The descendants of this creature migrated from Africa into Asia and Europe, where the lower jaw underwent further lengthening, while the upper tusks increased in size. Later still, the lower jaw underwent a shortening process, till at last the curiously truncated lower jaw, typical of the



AS SHOWN, IN SKELETON FORM, IN THE BRITISH MUSEUM: AN ARSINOITHERIUM, A UNIQUE TYPE OF ANIMAL REMARKABLE FOR THE GREAT SIZE OF THE HORNS AND THE CURIOUS SHAPE OF THE RIBS.

yet in the making, was the little moeritherium, a creature of about the size of a large pig, and bearing no resemblance to an elephant whatever. This was succeeded by the palaeomastodon. This may be described as a pigmy elephant, but differing conspicuously from the elephants of to-day in having the lower jaw prodigiously prolonged, and armed at the

modern elephant, came into being. Then a return to the old haunts in Africa took place, but not before the whole of Europe had been invaded by their wandering hordes.

The same fossiliferous deposits which have yielded such beautifully preserved remains of arsinotherium also entombed remains of the forerunners of the dugongs and of the whales. These last are of immense interest, for none but the expert would see in these remains any likeness to the creatures we know as whales. They were comparatively small, long-snouted animals, and had the jaws armed with large, curiously serrated teeth. Herein they differ conspicuously from the teeth of modern whales, which resemble in shape those of crocodiles. Furthermore, the skull was of a much simpler type. Of the rest of these animals, at present, we know nothing.

How vast are the changes which this region of Africa has undergone may be gathered from the fact that, besides the primitive whales, remains of sharks and rays have been found there. When the sea retreated, dense, well-watered forests came into being, forming the nursery for hosts of animals long since extinct, or represented to-day by descendants transformed, some into giants, some into dwarfs, as the "Struggle for Existence" determined. From the evidence of its fossils, it seems clear that before the continent of Africa took its final shape, it was more or less directly connected with the now distant continent of South America. But that is another story. It is a fact, however, to be borne in mind in the present connection, since it serves to remind us of the vast measure of time which has gone to the making of the world as we know it to-day. These fossils show us that what is now a burning desert was once a steaming forest, and, before this, was the hunting-ground of sharks! The days of arsinotherium date somewhere about the middle of these tremendous happenings.

W. P. PYCRAFT.



AS IT WAS DURING LIFE: THE ARSINOITHERIUM.

DRAWN FROM A SKETCH MADE FOR THE BRITISH MUSEUM BY MISS WOODWARD.

"Teach without noise of words—without confusion of opinions—without the arrogance of honor—without the assault of argument."

MEDICAL PHILOSOPHY—WISDOM FOR THE SUMMER

Your Health is the Principal Item in your Capital AND IN HOT WEATHER

It is necessary to keep the Blood pure and the Liver active in order to keep well.



AUGUST.

*"Here Ceres' gifts in waving prospect stand,
And nodding tempt the joyful reaper's hand."*

—POPE.

INTERNAL as well as External Cleanliness.

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age, as well as of a large proportion of the diseases of adult life, is the process known as "Auto-Intoxication," or self-poisoning.

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes, which infest the bowel, and which flourish most where bowel cleanliness least obtains.

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words, how the bowel may be kept clean."—Extract from DR. CHARLES REINHARDTS' well-known book, "Diet and the Maximum Duration of Life."

"Into man's hands is placed the rudder of his frail barque, that he may not allow the waves to work their will."—GOETHE.

The human body has unfortunately a power of auto-intoxication, *i.e.*, of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

ENO'S 'FRUIT SALT'

AN IDEAL SUMMER ALTERATIVE—COOLING, HEALTH-GIVING, REFRESHING & INVIGORATING.

Where it has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious illness. Its effect upon any Disordered, Sleepless or Feverish Condition is simply Marvellous. Prepared only by J. C. ENO, Limited, 'FRUIT SALT' WORKS, LONDON, S.E.

LADIES' PAGE.

QUEEN ALEXANDRA is warmly interested in the work of the Queen Victoria's Jubilee Nurses. They were founded by the great Queen with the money subscribed by the daughters of her Empire in honour of her Jubilee in 1887; their duty is to pay daily visits to the homes of poor sufferers and render assistance such as only a trained nurse can give. Queen Alexandra, as the President, gave much pleasure and encouragement to the Committee, who are for the most part county ladies by her invitation to them to hold a Committee Meeting and subsequently take tea with her Majesty at Marlborough House. A trained nurse can do wonders in her art in an hour's visit, often in even less time, and the advice and instruction that she gives to the home amateur nurses is also invaluable. There are a few similar visiting nurses for middle-class paying patients, but the idea might be very usefully developed much more fully. Were it only for the advice that the nurse can give, it is worth while to have her coming in for a little while daily, or twice a day, in illnesses not sufficiently serious to demand the constant attendance of a nurse at any sacrifice or expense.

Miss Nightingale was always very emphatic about the impossibility of replacing full training in the art and science of nursing by untrained affection and devotion on the part of home amateur and make-shift nurses. She protested even more severely against the untrained nurse in war-time, and our Army nursing organisation is more or less completely professional now, owing to her exertions. Where, by the way, is the statue to that Queen of Nurses that was provided for by public subscription soon after her death? An excellent site was allotted to it, opposite the Crimean Guards' monument in Waterloo Place, and near the old War Office, where her valuable influence was so long exerted in improving the organisation of war-nursing. I am told that the statue is quite ready, and that officials are making trouble about the site, saying that the Guards' Monument will probably be moved, and Miss Nightingale's had better wait till that is settled; at any rate, somebody is not keen to encourage critical reforming nurses, by their Pioneer's Memorial.

There is one point of view not usually recognised from which women have a right to object to war. I mean the wanton loss of the lives of men, still unmarried and in the prime of life, who would have become, had they lived, the husbands and home-makers of the women of their own generation. This was newly brought home to imagination as I looked at the sumptuous book in which the names are inscribed of 27,000 British men who fell in the South African War, fourteen years ago. I believe that it is admitted that fully thirty thousand altogether perished through that war of the young men of our own race, for some deaths have missed record. There are, therefore, about thirty thousand young women in this country and at this day living unmarried—a certain proportion young widows—who have lost their possibility of a normal married



AN ORIGINAL DINNER OR TEA GOWN.

Graceful lines of draping in a brocaded Nimon-de-soie, the ground old rose, the flowers of gold; angel sleeves of white chiffon; cord and tassels of gold

life solely through that war. Another reminder of this phase of the matter is the unveiling of a monument to the memory of over 1700 French prisoners of war who died in a certain English prison during the wars with Napoleon of the early years of last century. How many of this number represented girls who waited and wept the individual fate of a beloved young man! But apart from those, girls who never saw or knew one of those lost young men were injured and wronged. If they had been allowed the term of life that naturally was theirs, those poor boys in due course would have met and married their mates; and the brevet widows called old maids have as much right to complain and protest at this sacrifice of the men of their day and generation as actual widows.

One of those unreasonable and unexpected caprices that Dame Fashion enjoys to display is seen in the sudden popularity of black velvet hats. We all know that they belong to autumn and winter—that straw and silk are suitable now that the brief summer's heats are with us—but, nevertheless, a black velvet hat has all of a sudden become a necessity! They are wonderfully light in weight, of the soft medium chiffon velvet, and very sparingly trimmed; a huge flower of chiffon velvet, rather of the water-lily type, is often the sole trimming, the immense white, yellow, or black petals pulled out to be becoming. Tulle is also somewhat incongruously used; many of the velvet crowns have a rather wide, flat brim, covered with ruffled black tulle. Then huge bows of this fragile, airy fabric are a pretty finish without being really very destructible, as there are now rainproof tulles to be obtained. Another trimming that is liked for the new velvet hats is trails of tiny blossoms in ribbon-work, surrounding the crown, and marking it off from the black tulle, chiffon, or pleated lace of the brim. Taffetas hats are very successful just now; lightness of weight is one of their virtues, and, of course, any colour, or a shot, to harmonise with the frock, can be obtained; a single large flower, or even merely a twist of the material, suffices for trimming, the shape being so pretty.

The shooting season is now upon us, and a neat and pretty interior to the shooting-box adds to the comfort and enjoyment. Nothing can be more appropriate than a Robinson and Cleaver's damask table-cloth with the beautiful game pattern embroidered thereon, showing stags on the alert surrounded by groups of pheasants, partridges, grouse, etc. Dinner served on these cloths looks particularly attractive. Robinson and Cleaver have a large stock of these game-pattern cloths in various sizes, and table-napkins to match, which are manufactured in their own factories at Belfast. What is, perhaps, most interesting from the purchaser's point of view is the wonderful durability of them, and the extremely reasonable price; and it is astonishing how fresh and bright these damask cloths look even after long service. Those whom this may interest should send to Robinson and Cleaver, Ltd., Belfast, for their descriptive Green Book of Damask Table-Cloths.

FILOMENA.

AN APPOINTMENT
TO H.M. THE KING.

TRY IT IN YOUR BATH!

SCRUBB'S
AMMONIA,
THE KEY TO CLEANLINESS!

FOR ALL HOUSEHOLD
USES, BRIGHTENS EVERYTHING
IT TOUCHES!

INVALUABLE FOR TOILET PURPOSES. SPLENDID CLEANSER FOR THE HAIR.
REMOVES STAINS AND GREASE SPOTS FROM CLOTHING.
REFRESHING AS A TURKISH BATH. RESTORES THE COLOUR TO CARPETS.
CLEANS PLATE, JEWELLERY, SPONGES, ETC. ETC.
ALLAYS THE IRRITATION CAUSED BY MOSQUITO BITES.



AVOID INJURIOUS SUBSTITUTES.

Summer has come
Dainty foods and cooling
drinks are the orders of
the day.

ROSS'S BELFAST Dry Ginger Ale

is made to match the sunshine
and the pleasant greetings of
fragrant hedgerows.

It refreshes, exhilarates,
and like summer—it confirms
the promise of spring.

Ask for it everywhere, it is the
best beverage for you, and you,
and—just you two.

W. A. ROSS & SONS, LIMITED, BELFAST

HORLICK'S MALTLED MILK

MALTED BARLEY, WHEAT AND MILK.

Shakespeare's Seven Ages of Man.

From "As You Like It."

Act II., Scene 9.

No. 2.
The Schoolboy.



"Then the . . . Schoolboy, with his satchel,
And shining morning face,
creeping like snail
Unwillingly to school."

The bright, smiling face of Shakespeare's Schoolboy is surely indicative of healthy, robust development. There is no more pleasing picture than a strong, high-spirited child, happy because he is well, and to-day, as in Shakespeare's time, full nourishment is the secret.

A GLASS OF HORLICKS BEFORE STARTING TO SCHOOL is the best "send-off" the boy or girl can have. It contains the unrivalled nutrition of rich milk and choice malted barley and wheat, which are exceedingly rich in all the necessary bone and flesh-forming elements. It is the best supplementary diet for growing children, as it supplies just that extra nourishment which makes all the difference, in a light, palatable form, and children thrive on it.

Ready in a moment with hot or cold water only. No added Milk or Cooking required.

Also available in Tablet form as delicious food confections to be dissolved in the mouth. Horlick's Tablets are the very best lunch for school children.

In the home HORLICK'S is more
beneficial than Tea, Coffee, Cocoa, etc.
Also served in Hotels, Restaurants and Cafes.

OF ALL CHEMISTS AND STORES IN GLASS BOTTLES, at 1/6, 2/6, and 11/-.
Liberal Sample for trial free by post on request.

HORLICK'S Malted Milk Co., Slough, Bucks.



1st Class Dining Car on "Flying Scotsman," which leaves London, King's Cross, daily at 10.0 a.m., Sundays excepted.

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SCOTLAND
Travel EAST COAST ROUTE.
The Shortest and Quickest way to

EDINBURGH, DUNDEE, PERTH, ABERDEEN,
INVERNESS, AND WEST HIGHLAND RESORTS.

10 through Restaurant and Sleeping-Car Expresses, which enjoy the highest reputation for comfort and punctuality, and form the finest series of long-distance trains in the world are run each week-day from

King's Cross Station, G.N.R.,
the starting point of the "FLYING SCOTSMAN."

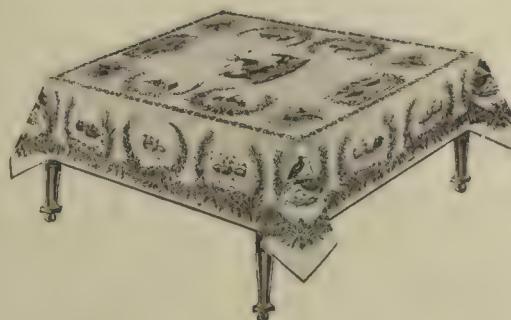
The Entirely New Carriages and Restaurant Cars composing this Train from July 1st represent the latest word in luxurious accommodation.

Write to Superintendent of the Line, Dept. L.N., G.N.R., King's Cross Station, for timetables and illustrated booklets, especially for "On Either Side," which pictorially describes the interesting places seen from the carriage window.

RC

By Appointment to their Majesties.

For "The Twelfth."



OUR Game Pattern Table Linen (No. P 758) is ideal for Shooting-Boxes and Country House Parties. Both the Table Cloths and the Dinner Napkins are of fine Hand-woven Double Damask, with a pattern showing Stags on the alert, surrounded by groups of Pheasants, Partridges, Grouse, Black Game, Woodcock, Snipe, Widgeon, and Teal. All correctly drawn from life and in natural attitudes.

"Imprint the Sporting Atmosphere" to your table by the use of this fine Linen.

Size of Cloths, 2 x 2 2 x 3 2½ x 2½ 2½ x 3½ yds.

Prices, 21/- 31/- 37.6 52.6

Table Napkins to match, 3 x 3 yds., per doz. 45/-

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ART NOTES.

THE warm weather of this summer made, with more than ordinary success, the annual show which is better than an exhibition of oil or water-colours—the unveiling of the London streets. Whether because fires were out and the air was clean, or because the natural climate was clearer, as well as the artificial, the ends of the streets appeared, delicately pencilled by the tenderest light and colour. For all the rest of the year those far-ends of streets are blocked out and chaecl in the manner we are all accustomed to; and not only accustomed, but too well reconciled. If Londoners like their smirched and fouled atmosphere, as they often say they do, they ought not to like it; or they should at least give heed to the transfigured houses and the pure air of Baker Street in midsummer. But it is too true that citizens do not look up, even to see a sunset, or Jupiter burning alone in a night-blue sky.

We citizens, though we be careless of the London horizon, are growing observant of London architecture. From the top of our holiday bus we make excursions, and our scenery is the scenery of shops. The old gods have returned to the market-place. The new Hellenism is reared aloft in Oxford Street, and ~~far away to the more than dimmest~~ Ancient Greece is brought to our midst, via New York, and propped with steel that it may

Unedge the scythe of Time
And last with stateliest rhyme.

An iron skeleton is in all these vast cupboards of stone; the skeleton belongs to the New World, the shell to the Old.

Round and about the site of the great block that is soon to change the face of Oxford Street the ground is being cleared for other buildings. There is already a considerable hollow in Orchard Street—a hollow soon to be filled by architects of whom it is required that they should have something of the cunning of those workers in ivory and gold who stop the blank spaces in the serrated crescents of their patrons' mouths. The architecture of the street is cramped and confined by the rule of the road

and by the by-laws of the L.C.C. But for all that it is the only architecture that absorbs us as we go Westwards on our motor-bus. Whiteley's, though it has been standing for a year or more, greeted us, as it happens, for the first time in these early days of August excursions. We had entered Bayswater with memories of talk—when the place was a-building—of a new Santa Maria della Salute. The dome is there, and beneath abundance of glass that serves to remind us of the waters of the Grand

Burberry's in Haymarket is happier; and near the Haymarket the architectural excursionist must seek out the unfinshed hotel that may some day be one of the main features of the new town. If he likes it not, he will find other changes and other experiments round any corner and in any thoroughfare. His way, at any rate, will be as interesting as if he took the road to Salisbury and Stonehenge. Though his ticket cost him no more than twopence, he knows the luxury of exploration.

Yet another manifesto from the brave Futurists, who defy the younglings to call them old-fashioned. To be a Futurist and be called old-fashioned must be galling. But the manifestants persevere. They ask England, as a "rich and powerful country," to support and glorify them, protect and defend them. Moderately rich, England is at any rate a free country, and all the advantages that free institutions can yield Mr. Marmettu and Mr. Nevins need never lack. There is nothing to prevent their doing all they can to suppress moonlight, garden cities, Morris dances, Paris, Oscar Wilde, and other miscellaneous things, dead or alive, which they so much dislike. Let them paint whatever they do not dislike, and welcome; but one still wonders against whom they desire defence; for, as far as one can see, they have no enemies.—E. M.



THE SHOOTING IN DUBLIN: THE BODIES OF THE THREE DEAD LYING IN STATE IN THE PRO-CATHEDRAL.

Enormous crowds, estimated at nearly 100,000 persons, witnessed the funeral of the three unfortunate persons who were shot dead in Dublin on Sunday, July 26. In the morning there was a Requiem Mass in the Pro-Cathedral, at which the Archbishop of Dublin presided. The three coffins rested on trestles before the altar, and all day there was a steady stream of men, women, and children eager to render a last mark of respect. The actual funeral took place after business hours in the evening, and the procession took a circuitous route about three miles long. The streets were thronged the whole way.

Photograph by Sport and General.

Canal. It may be argued that window-fronts make foundations quite as solid as the wave; but for all that we are disappointed. The Græco-Roman adventure of

are no intervals in the fishing, no season to be waited for patiently, for the demersal, or bottom-feeding fish, are present all the year round."

BENGER'S

"Digestive Rest."

When it is necessary and how it is best obtained.

A time for digestive rest comes to every one—after dietary indiscretions, during temporary digestive derangement—during the strain of student, professional, business or social life—during illness and convalescence, and in advanced old age.

Digestive rest, accompanied with complete bodily nourishment, is the surest road to better health.

Benger's Food provides in a supreme degree, the required digestive rest, with natural re-enforcement.

While it is being prepared with fresh new milk, the digestive principles in Benger's become active, modifying and partially digesting both the milk and the Food. The dainty, delicious and highly nutritive cream thus formed is rich in all the food elements necessary to sustain life and entirely free from rough and indigestible particles.

Benger's Food is sold by Chemists, &c. everywhere. All who feel the necessity of Digestive Rest should write for our booklet, "Benger's Food for Infants, Invalids and Adults." It will give further information and a list of real assistance. Post free from BENGER'S FOOD, Ltd., Manchester.

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THE FAIR OF FASHIONS at the WHITE CITY

is the centre of attraction. Here may be seen the latest advanced models, which have been arranged amidst most enchanting surroundings in a series of magnificent tableaux. The above is a reproduction of the HUNTING SCENE. All the costumes in the Pavilion are designed by the most famous Parisian houses, and all the boots and shoes, by their smart appearance, clearly demonstrate the importance attached to

Cherry Blossom Boot Polish
by leaders of Fashion everywhere.

CHILDREN WILL HAVE



CUTICURA SOAP

Because of its soothing emollient properties in all cases of irritation of the skin and scalp, especially when assisted by light touches of Cuticura Ointment.

Samples Free by Post

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drap & Chem. Corp., sole props., Boston, U.S.A.

HOVENDEN'S "EASY" HAIR CURLER

WILL NOT ENTANGLE OR BREAK THE HAIR.

ARE EFFECTIVE,
AND REQUIRE NO SKILL
TO USE.

For Very Bold Curls
THE "IMPERIAL"
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WORLDWIDE

WORLD

THE CHRONICLE OF THE CAR.

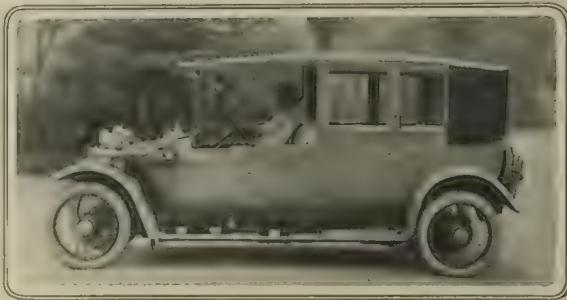
The Future of the Two-Stroke Motor. I hear that a good deal of interest is being taken in the competition announced by the R.A.C. for the *Auto Trophy*, which, it will be

remembered, is devoted to the two-stroke cycle engine. As the competition does not end until June 15 next, it is early yet to speak of the possibilities of its success, or of the probabilities there may be of discovering something new in engines of the type this contest is designed to assist in developing. But of this I am fairly certain, that considerably more attention will be devoted in the immediate future to these motors than has hitherto been the case, and it will be odd if nothing new eventuates. One very interesting aspect of the matter is the increasing vogue of the type among motor-cycle manufacturers. Quite a number of them are either building machines equipped with two-stroke motors or have announced their intention of doing so in time for the November Show. Now, it seems to me to follow that if the type is suitable in motor-cycle work, where the highest efficiency is required from an air-cooled engine, then, in spite of the fact that it has not made good in the past in car practice, there is next to no reason why it should not come along.

A really good two-stroke motor would do a lot for the light-car movement. It is cheaper to make than its rival type, and that is a great consideration where the car in question has to be turned out at a minimum cost in order to fulfil the requirements of that vast army of potential motorists to whom first cost is an all-important consideration. It is in the light car that I foresee the largest field for the two-stroke engine, but if it is to make the headway it ought to be an engine of far greater efficiency than those to which we have so far been accustomed. And I am absolutely confident that we shall get it. The success of the cycle in other directions is earnest enough of that. I wonder if any of the manufacturers who have been so successful with two-stroke engines in motor-cycle practice will turn their attention to the design of a light-car motor?

An A.A. Departure. It is significant of the growth of the light-car movement that the A.A. has found it necessary to institute a new class of membership—namely, one for owners of "light" cars. Membership carries with it most of the advantages

example, as that which limits the scope of the free legal defence scheme to the owner of the car himself, whereas, in the case of the full membership, not only the member, but his servants are "in benefit." The new departure should lead to a great increase of membership of the A.A. from the devotees of the light car.



TO SEAT SEVEN: A GRACEFUL LANCHESTER LANDAULETTE.

The shapely three-quarter landaulette shown in our illustration has just been made by the Lanchester Company for Major S. N. Thompson, of Newcastle Court, Hereford. The body is finished in fawn, with a black leather hood. The interior upholstery is of silver-grey cord-cloth. The chassis is a 38-h.p. six-cylinder.



AN EARL'S MOTOR-DRAWN ARTILLERY TEST: SHEFFIELD-SIMPLEX MOTORS AT WENTWORTH WOODHOUSE. Wentworth Woodhouse is the seat of Earl Fitzwilliam, and the cars shown in our illustration are those with which he recently successfully demonstrated that by their use the guns of a battery of horse artillery could be rushed to the coast from the Midlands in a few hours, performing work which would have taken four days with horses. The motors were all fitted with Avon tyres.

of full membership of the Association, though the subscription is but half—one guinea per annum instead of two. Of course, there are certain restrictions—such, for

which is beginning to make itself felt by the larger concerns. It goes without saying that if this should turn out to be so, the relief to the motorist will be far more apparent.

(Continued overleaf.)

The Taxation of Benzol. For some reason or other, the Chancellor has refrained from

bringing benzol within the scope of the motor-fuel tax—why, no one seems to know, particularly as it was confidently predicted that it was not going to escape under the Budget of 1914-15. Not that the benzol-using motorist is complaining about it, surprised though he may be at Mr. Lloyd George's apparent neglect of a fruitful field of revenue-raising. The surprise seems to be felt in Parliamentary circles, inasmuch as I notice that the Chancellor's attention has been called to the omission. Mr. Weigall asked if he was aware that during the last financial year approximately 46,000 tons of benzol and 40,000 tons of kerosene were used for motor-vehicle propulsion without the payment of duty—this resulting in a loss to the revenue of some £250,000. In replying, Mr. Lloyd George said that he was aware that both benzol and kerosene were to some extent used for the purposes indicated, but he had not seen the amount estimated at anything like so high a figure. If and when they came to be ordinarily and generally used for supplying motive power to vehicles, they would not be lost sight of. That is quite cheering news to the users of benzol and, incidentally, to the few who use paraffin, since there is very little probability of their being "ordinarily" and generally used. As motorists, we have little to thank the present Chancellor for, so it is quite refreshing to be able to feel under an obligation for once.

The Price of Petrol. The Motor

seems to discern symptoms of an approaching rate war among the petrol companies, the object of which, of course, will be to crush out the opposition

Fit seven-inch Palmers—

put a studded cover on the near side driving wheel and three-ribbed the three others.

Shod with Palmers, you can run a year without a puncture, with the surest road-grip that a tyre can give.

Look at these Tyres! They simply reek of Strength and Sheer Endurance; and inside, beneath those generous Treads, there's the famous eliminator of internal friction and transmitter of full engine power—the Palmer Cord.

Can you wonder that these tyres stand up, cool and safe for hours on end, at speeds which annihilate ordinary tyres within the hour?

The Palmer Cord Principle is right!

Palmer Cords mark the highest advance in tyres since pneumatics were invented. The Studded cover is built on Palmer Cords, with Studs embedded in the Rubber tread so surely that the only way to free one is to **cut it out**.

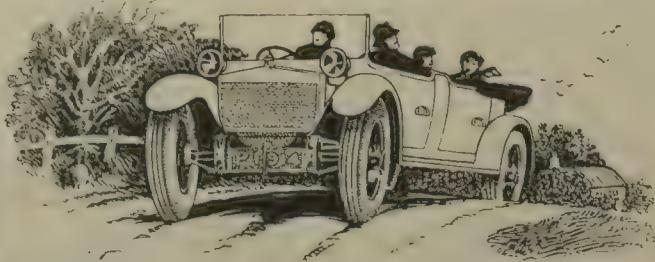
The Three-ribbed tread is tough, full of "life" and wear. Palmer's originated the three ribbed tread now universally adopted, and patented the famous Cord construction which you can only get in Palmer Tyres.

Palmer Cord Tyres

A Helpful Booklet for Car-owners.

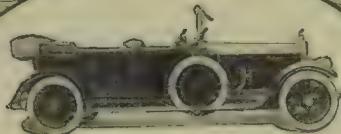
Showing safe inflation pressures, and giving hints on Tyre Upkeep, will be sent upon request. When writing, please ask for "The Palmer Descriptive Booklet."

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The "Chiltern" Torpedo.

THE SIZAIRE - BERWICK is a car calculated to meet the demands of the most exacting of motorists. Every owner is delighted — what better proof can we lay before you?

One model only: 20 h.p.
Various types of bodywork.

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THE CAR SUPEREXCELLENT

Two recent events have demonstrated the exceptional utility of the Vauxhall cars for touring in difficult and mountainous country, namely, the Austrian Alpine Tour and the Swiss Automobile Club Trial.

(1) Austrian Alpine Tour.

1800 miles of hill-climbing over rough mountain roads. The Vauxhall car got through with only one involuntary stop to change a sparking plug, and made the second fastest time up the Katschberg.

(2) Swiss A.C. Trials.

Two First Prizes for the Flying Kilometre and the 700 Kilometre races, won by Vauxhall car.

Precisely the same type of Vauxhall car with the luxurious and fashionable Denbigh body is to be seen in the Showrooms. Price, complete with all fittings, £770

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SWAN

The Pen with the smoothest Gold Nib.

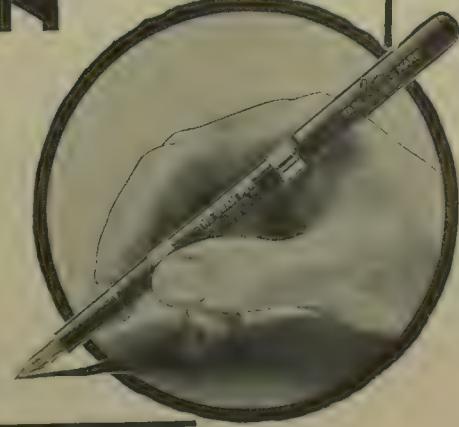
In sending his pen for adjustment, Mr. J. Whittingdale, Cambridge, writes:

"I should esteem it a favour if you would kindly return pen at your earliest convenience, as I am greatly handicapped without it. It has served me for at least ten years and I still prefer it to any other I have yet tried. Its most distinctive features are reliability and smoothness of writing."

Sold by Stationers and Jewellers, 10/- upwards.

Write today for new Catalogue.

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79 & 80, High Holborn, W.C.
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Success of the Famous FIAT

Cars in the Alpine Trial

It has been unanimously agreed by the Press that this year's Austrian Alpine Trials were the severest test any car could be put to.

Three FIAT Cars completed this hard test without the loss of a single mark.

This achievement was only to be expected, for every FIAT chassis is tried out on the rough and dangerous mountain roads which surround Turin, the home of the FIAT.

No car leaves the factory until it has passed a test which in stern severity is probably even more of a searching ordeal than the Austrian Automobile Club's own trial.

This fact explains the super-efficiency and ample margin of power by which the FIAT negotiates the worst British roads with surprising ease.

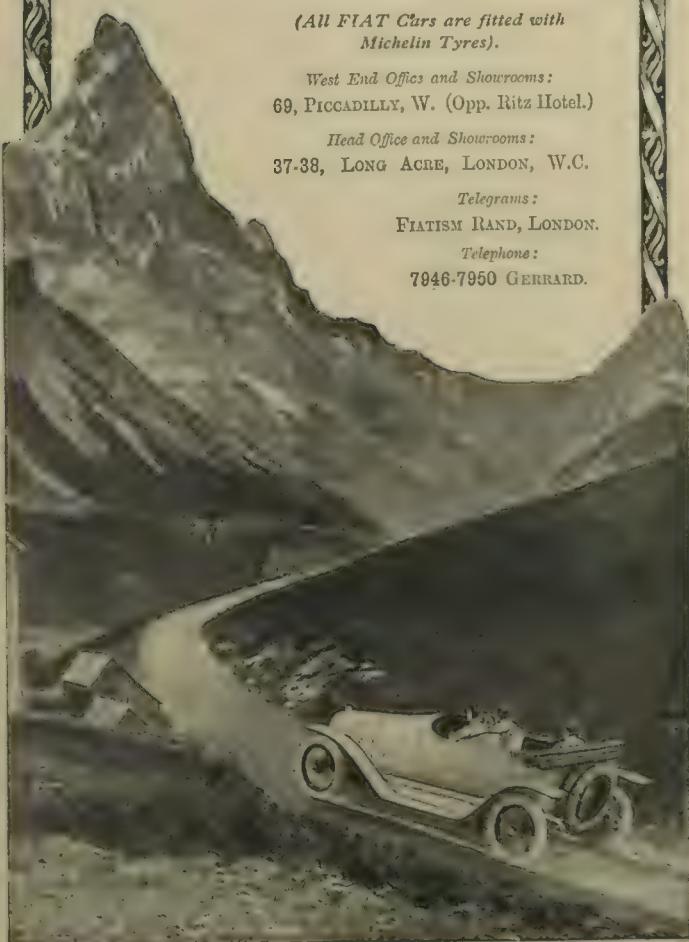
From the 12/15 at £375 to the 35 h.p. Car de Luxe at £1,200, the FIAT reputation ensures the highest quality of workmanship, design and materials.

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Continued) real, supposing that is, the two powerful combines which at present hold very nearly a monopoly of the business to come out on top. The war would only be undertaken with the object in view of later on putting up prices to a level which would get back the losses of the fight, so that whoever might benefit in the long run, it would not be the motorist. Unfortunately, it is quite useless to counsel motorists not to be misled into playing the enemy's game—no one is likely to consent to pay a shilling a gallon for petrol when he can buy it for tenpence, even though he knows he will have to pay two shillings ultimately.

From the Four Winds. Vauxhall Motors, Ltd., ask me to say the liquidation now proceeding is purely formal and necessitated by the formation of the new company, Vauxhall Motors (1914), Ltd.

The Mercedes team which won the race for the Grand Prix, securing the first three places, used Continental tyres, which stood up so well that during the whole race of 470 miles only one change of tyres was deemed necessary. A wonderful tribute to the qualities of the Continental.

The principal features of the recent trial organised by the Automobile Club of Switzerland was a flying kilometre race and a 700-kilometre race along the winding mountain roads of the Alps. In both of these events a 25-h.p. Vauxhall car secured first prize.

At the Saltburn speed trials recently Talbot cars secured no fewer than eight firsts and one second place in the day's racing.

A new record for the Saltburn sand course was registered during the same trials by a Sunbeam racing car, which attained a speed of 120 miles per hour. The previous record stood at 118 miles per hour, and was held by a Darracq car.

After considerable experiment the Packard Motor Car Company, of Detroit, has decided to carry in stock Dunlop detachable wire-wheels. As an adjunct of luxurious motoring, the Dunlop detachable wire-wheel is, of course, in widespread use. The decision of the Packard Company is, nevertheless, of considerable interest as a handsome tribute to the extreme simplicity and the positive security of the locking mechanism of the Dunlop wheel.—W. WHITTALL.

CHESS.

T M FELTON (Birmingham).—Your problem is still faulty by 1. R to R 4th, K to Kt 4th, 2. Q to K 8th (ch); if 1. P takes P, 2. Q to Q 5th (ch); if 1. Kt takes B, 2. Q to K 4th; if 1. P takes Kt, 2. Kt to Kt 7th; and the other moves 2. Kt to Kt 7th (ch), etc. We think a B at Q R 3rd and another B P at Q Kt 4th would render the problem sound.

E J WINTER-WOOD.—Thanks for promise of problem. Do we not all suffer from the same complaint?

A R B (Leicester).—The error was admitted at the time.

J FOWLER.—We quite overlooked the fact, but will take notice of it after the holidays.

CORRECT SOLUTION OF PROBLEM No. 3653 received from C A M (Penang); of No. 3656 from C A M, and F Hauseit (Natal); of No. 3658 from H A Seller (Denver, Colo., U.S.A.) and F Hauseit; of No. 3659 from J Isaacson (Liverpool); of No. 3660 from Bila Kurz (Budapest), J Isaacson, and J Verall (Rodnelli); of No. 3661 from W Dittler Jasseus (Aldelbourn), R C Durell (Woodford), Captain Challie (Great Yarmouth), and M Marks. CORRECT SOLUTIONS OF PROBLEM No. 3662 received from Julia Short (Wester), A H Arthur (Bath), J Fowler, B N (Edinburgh), M G Onslow (Wester), and H Arthur (Bath).

(Bournemouth), F W Young (Shaftesbury) H Grasett Baldwin (Forest Row), J C Stackhouse (Torquay), W H Sifk (Birmingham), H F Deakin, T Smith (Brighton), R C Durell, H S Brandreth (Weybridge), R Worboys (Canterbury), E J Winter-Wood (Paiington), F J Overton (Sutton Coldfield), Rev. J Christie (Redditch), and F Smart.

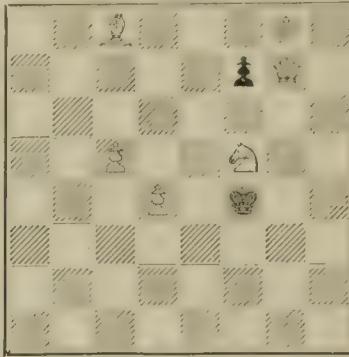
SOLUTION OF PROBLEM No. 3664.—By W. PINLAYSON.

WHITE	BLACK
1. R to B 7th	P to Kt 4th
2. R takes Kt	Any move.
3. Mates accordingly.	

If Black play 1. B takes R, 2. B takes B; if 1. B to R 4th, 2. Kt to B 5th (ch); 1. B elsewhere, 2. R to B 6th (ch); and if 1. Kt (B 2nd) moves, then 2. Kt to Q 8th (ch), etc.

PROBLEM No. 3664.—By C. B. WITHERE.

1. Kt K.



WHITE to play, and mate in three moves.

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. G. A. THOMAS and H. JACOBS.

(Centre Counter Gambit.)

WHITE (Mr. T.)	BLACK (Mr. J.)	WHITE (Mr. T.)	BLACK (Mr. J.)
1. P to K 4th	P to Q 4th	12. P takes P	P takes P
2. P takes P	Kt to K B 3rd	13. Kt to K 4th	
3. P to Q 4th	Kt takes P	Excellently following up his tenth move.	
4. Kt to K B 3rd	Kt to K 7th (ch)	14. Q takes B (ch) K to B sq	
		Any interposition is attended with danger, owing to the superior posting of White's forces.	
5. B to K 2nd	P to K 3rd	15. Kt to B 5th	Q to B 2nd
6. Castle	Kt to Q 2nd	16. Q to B 3rd	Kt to K 4th
7. P to Q B 4th	Kt to B 3rd	17. Q to K 3rd	Kt to R 4th
8. Kt to Q B 3rd	P to B 3rd	18. Q to K 5th	P to K Kt 3rd
9. P to K R 3rd	B to R 4th	19. Q to R 6 (ch)	K to Kt sq
10. P to Q 5th		20. Kt to K 4th	B to B sq
		21. Q takes Kt	Resigns.

Black has a predilection for this opening, if one may judge from the number of examples from his play in the Tournament.

It is evident that he has a predilection for this opening, if one may judge from the number of examples from his play in the Tournament.

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It is evident that he has a predilection for this opening, if one may

BRITAIN'S POWER AT SEA : HER FIGHTING FORCE.

Types of the Ships of the Royal Navy ; Shown in Order of Date.



THE FLAG-SHIP OF THE COMMANDER-IN-CHIEF OF THE HOME FLEETS : H.M.S. "IRON DUKE."

The "Iron Duke," flag-ship of Sir George A. Callaghan, the Commander-in-Chief of the Home Fleets, is a "Dreadnought." She has a normal displacement of 25,000 tons; a length of 620 feet; and a beam of 89½ feet. Her speed is 21 knots. Her guns are: ten 13½; twelve 6-inch; two 3-inch; and four 3-pounders. There are four submerged torpedo-tubes (21-inch). The ship is specially protected against aerial attack.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE DREADNOUGHTS.

PHOTOGRAPHS BY CRHOB.



THE "IRON DUKE" CLASS: THE "IRON DUKE."

[This Class consists of the "Benbow" (1913), "Emperor of India" (1913), "Iron Duke" (1912), and "Marlborough" (1912).]

4 The normal displacement of these ships is 25,000 tons. The over-all length is 620 feet; the beam is 89½ feet; the mean draught is 27½ feet. The guns are: ten 13½-inch; twelve 6-inch; two 3-inch; and four 3-pounders.

There are four submerged torpedo-tubes (21-inch). The designed horse-power is 30,000, and the speed is 21 knots. There is special protection against attack by air-craft. The "Emperor of India" was formerly the "Delhi."



THE "KING GEORGE" CLASS: THE "KING GEORGE V."

[This Class consists of the "King George V." (1911), "Centurion" (1911), "Ajax" (1912), and "Audacious" (1912).]

4 The normal displacement of these ships is 23,000 tons. The over-all length is 596 feet; the beam is 89 feet; the mean draught is 27½ feet. The guns are: ten 13½-inch; sixteen 4-inch; and four 3-pounders. There are three

submerged torpedo-tubes (21-inch). The designed horse-power is 31,000 tons, and the speed is 21½ knots. The complement is 900. This class has separate range-finders to each turret.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—DREADNOUGHTS.

PHOTOGRAPHS BY ABBRAHAMS.



THE "ORION" CLASS: THE "ORION."

[This Class consists of the "Orion" (1910), "Thunderer" (1911), "Monarch" (1911), and "Conqueror" (1911).]

4 The normal displacement of these ships is 22,500 tons. The over-all length is 584 feet; the beam is 85 feet; the mean draught is 27½ feet. The guns are: ten 13½-inch; sixteen 4-inch; and four 3-pounders. There are three

submerged torpedo-tubes (21-inch). The designed horse-power is 27,000, and the speed is 21 knots. Complement 900. In these vessels protection is given to the boats for the first time. Originally the "Monarch" was called "King George V."



THE "COLOSSUS" CLASS: THE "COLOSSUS."

[This Class consists of the "Colossus" (1910) and the "Hercules" (1910).]

2 The normal displacement of these ships is 20,000 tons. The over-all length is 546 feet; the beam is 86 feet; the normal draught is 27 feet. The guns are: ten 12-inch; sixteen 4-inch; and four 3-pounders. There are three

submerged torpedo-tubes (21-inch). The designed horse-power is 25,000, and the speed is 21 knots. Complement 900. The upper deck is armoured against air-craft. The ships are practically sisters of the "Neptune."

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—DREADNOUGHTS.

PHOTOGRAPHS BY ABRAHAMS AND ARD



IN A CLASS BY HERSELF: THE "NEPTUNE."

1 The normal displacement of the "Neptune" is 19,900 tons. The water-line length is 540 feet; the beam is 85 feet; the normal draught is 27 feet; the over-all length is 546 feet. The guns are: ten 12-inch; sixteen 4-inch; and four 3-pounders. There are three submerged torpedo-tubes (21-inch). The designed horse-power is 25,000, and the speed is 21 knots. The upper deck and the magazines are armoured against air-craft.



THE "ST. VINCENT" CLASS: THE "ST. VINCENT."

[This Class consists of the "St. Vincent" (1908), the "Collingwood" (1908), and the "Vanguard" (1909).]

3 The normal displacement of these ships is 19,250 tons. The water-line length is 530 feet; the beam is 84 feet; the over-all length is 536 feet. The guns are: ten 12-inch; eighteen 4-inch; and four 3-pounders. There are three submerged torpedo-tubes (18-inch). The designed horse-power is 24,500, and the speed is 21 knots. The complement is 670. The 4-inch gun on the top of the forward turret was removed in 1911.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE.—DREADNOUGHTS.

PHOTOGRAPHS BY ABRAHAMS AND CRISP



THE "TÉMÉRAIRE" CLASS: THE "TÉMÉRAIRE."

This Class consists of the "Bellerophon" (1907), the "Téméraire" (1907), and the "Superb" (1907).

3 The normal displacement of these ships is 18,600 tons. The water-line length is 520 feet; the beam is 82 feet; the maximum draught is 29 feet; and the over-all length is 526 feet. The guns are: ten 12-inch; sixteen 4-inch; and four 3-pounders. There are three submerged torpedo-tubes (18-in.). The designed horse-power is 23,000, and the speed is 20·75 knots. The complement is 850; the crowns of the magazines are armoured against aerial attack.



IN A CLASS BY HERSELF: THE "DREADNOUGHT."

1 The normal displacement of this ship is 17,900 tons. The water-line length is 520 feet; the beam is 82 feet; the maximum draught is 31 feet; and the over-all length is 526 feet. The guns are: ten 12-inch; and twenty-four

12-pounders. There are five submerged torpedo-tubes (18-inch). The designed horse-power is 23,000, and the speed is 21 knots. The complement is 800. There is a nearly all-round net defence against torpedoes, and much internal protection.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—BATTLE-CRUISERS.

PHOTOGRAPHS BY CHIERS AND ABRAHAMS.



THE "QUEEN MARY" CLASS: THE "QUEEN MARY."

[This Class consists of the "Queen Mary" (1912) and the "Tiger" (1913).]

2 The normal displacement of these ships is 27,000 tons. The over-all length is 725 feet; the beam is 87 feet; the maximum draught is 30 feet. The guns are: eight 13.5-inch; sixteen 4-inch; and four 3-pounders. There

are three submerged torpedo-tubes (21-inch). The designed horse-power is 75,000 and the speed is 27 knots. Generally the "Queen Mary" and the "Tiger" are of the "Lion" type. The "Queen Mary" has attained 33 knots.



THE "LION" CLASS: THE "LION."

[This Class consists of the "Lion" (1910) and the "Princess Royal" (1911).]

2 The normal displacement of these ships is 26,350 tons. The over-all length is 680 feet; the beam is 86½ feet; the maximum draught is 31½ feet. The guns are: eight 13.5-inch; sixteen 4-inch; and four 3-pounders. There are

three submerged torpedo-tubes (21-inch). The designed horse-power is 70,000 and the speed is 28 knots. Complement 1000. Alterations were made after trials, as flames from the fore-funnel rendered the fire-control station untenable.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—BATTLE-CRUISERS.

PHOTOGRAPHS BY CRICK.



THE IMPROVED "INVINCIBLE" CLASS: THE "INDEFATIGABLE."

[This Class consists of the "Indefatigable" (1909) and the "New Zealand" (1911).]

2 The normal displacement of these ships is 18,750. The over-all length is 580 feet; the beam is 79½ feet; the mean draught is 27½ feet. The guns are: eight 12-inch; sixteen 4-inch; and four 3-pounders. There are three submerged torpedo-tubes (21-inch). The designed horse-power is 43,000, and the speed is 25 knots. Complement 800. The "Indefatigable" is an enlarged "Invincible." The "New Zealand" was presented to the British Navy.



THE "INVINCIBLE" CLASS: THE "INVINCIBLE."

[This Class consists of the "Invincible" (1907), "Inflexible" (1907), and "Indomitable" (1907).]

3 The normal displacement of these ships is 17,250. The over-all length is 562 feet; the beam is 78½ feet. The guns are: eight 12-inch; and sixteen 4-inch. There are three submerged torpedo-tubes (18-inch). The designed horse-power is 41,000, and the speed is 25 knots. Complement 750.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—SUPER-DREADNOUGHTS OF THE NAVY.



HEADED BY THE "IRON DUKE," THE FLAGSHIP OF THE COMMANDER-IN-CHIEF OF THE

The ships of the First Fleet, which left Portland Roads on the morning of July 29, under Admiral Sir George Callaghan, consisted at that time of the Commander-in-Chief's Flag-ship "Iron Duke," with the "Oak" and the "Sappho" as attached ships, the battle-ships "Marlborough" (Flag), the "St. Vincent" (Second Flag), "Collingwood," "Colossus," "Hercules," "Neptune," "Vanguard," and "Superb," the light cruiser "Bellona," and the repair-ship "Cyclops," making the First Battle Squadron; the "King George V" (Flag), the "Orion" (Second Flag), "Ajax," "Audacious," "Centurion," "Conqueror," "Monarch," and "Thunderer," and the light cruiser "Boadicea," making the Second Battle Squadron; the "King Edward VII" (Flag), the "Hibernia" (Second Flag), "Africa," "Britannia,"

HOME FLEETS, AND THE "MARLBOROUGH": SUPER-DREADNOUGHTS IN DOUBLE COLUMN.

"Commonwealth," "Dominion," "Hindustan," "Zealandia," and the light cruiser "Blanche," making the Third Battle Squadron; the "Dreadnought" (Flag), the "Agamemnon," the "Téméraire," and the light cruiser "Blonde," making the Fourth Battle Squadron; the "Lion" (Flag), "Queen Mary," "Princess Royal," and "New Zealand," making the First Battle-Cruiser Squadron; the "Shannon" (Flag), "Achilles," "Cochrane," and "Natal," making the Second Cruiser Squadron; the "Antrim" (Flag), "Argyll," and "Devonshire," making the Third Cruiser Squadron; and the "Southampton" and the "Birmingham," making the First Light Cruiser Squadron.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—BATTLE-SHIPS.

PHOTOGRAPHS BY CRH



THE "LORD NELSON" CLASS: THE "LORD NELSON."

[This Class consists of the "Lord Nelson" (1906) and the "Agamemnon" (1906).]

2 The normal displacement of these ships is 16,500 tons. The over-all length is 445 feet; the beam is 79½ feet; the mean draught is 27 feet. The guns are: four 12-inch; ten 9½-inch; twenty-four 12-pounders; and two 3-pounders. There are five submerged torpedo-tubes (18-inch). The designed horse-power is 16,750, and the speed is 18·5 knots. The complement is 865. These ships look much more French than British.



THE "KING EDWARD" CLASS: THE "KING EDWARD."

[This Class consists of the "Commonwealth" (1903), "King Edward" (1903), "Dominion" (1903), "Hindustan" (1903), "Zealandia" (1904), "Hibernia" (1905), "Africa" (1905), and "Britannia" (1904).]

8 The normal displacement of these ships is 16,350 tons. The over-all length is 453½ feet; the beam is 78 feet; the mean draught is 26½ feet. The guns are: four 12-inch; four 9½-inch; ten 6-inch; twelve 12-pounders; and twelve 3-pounders. Five torpedo-tubes. The speed is 18·9 knots.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—BATTLE-SHIPS.

PHOTOGRAPHS BY CRITT.



ONE OF TWO BOUGHT FROM CHILI: THE "SWIFTSURE."

[*The "Swiftsure" and the "Triumph" were purchased from Chili in 1903.*]

2 The normal displacement of these ships is 11,800 tons. The over-all length is 470 feet. The guns are: four 10-inch; fourteen 7.5-inch; fourteen 24-pounders; and four 6-pounders. There are two submerged torpedo-tubes (18-inch). The speed is 20 knots.



THE "QUEEN CLASS": THE "QUEEN."

[*This Class consists of the "Queen" (1902) and the "Prince of Wales" (1902).*]

2 The normal displacement of these ships is 15,000 tons. The over-all length is 430 feet. The guns are: four 12-inch; twelve 6-inch; sixteen 12-pounders; and two 3-pounders. There are four submerged torpedo-tubes (18-inch). The speed is 18 knots.



THE "DUNCAN" CLASS: THE "DUNCAN."

[*This Class consists of the "Russell" (1901), "Albemarle" (1901), "Duncan" (1901), "Cornwallis" (1901), and "Exmouth" (1901).*]

5 The normal displacement of these ships is 14,000 tons. The over-all length is 429 feet. The guns are: four 12-inch; twelve 6-inch; ten 12-pounders; and two 3-pounders. There are four submerged torpedo-tubes (18-inch). The speed is 19 knots.



THE "LONDON" CLASS: THE "LONDON."

[*This Class consists of the "London" (1899), "Bulwark" (1899), and "Venerable" (1899).*]

3 The normal displacement of these ships is 15,000 tons. The over-all length is 430 feet. The guns are: four 12-inch; twelve 6-inch; sixteen 12-pounders; and two 3-pounders. There are four submerged torpedo-tubes (18-inch). The speed is 18 knots.



THE "FORMIDABLE" CLASS: THE "FORMIDABLE."

[*This Class consists of the "Formidable" (1898), "Irresistible" (1898), and "Inflexible" (1899).*]

3 The normal displacement of these ships is 15,000 tons. The over-all length is 430 feet; the beam is 75 feet; and the maximum draught is 29 feet. The guns are: four 12-inch; twelve 6-inch; sixteen 12-pounders; and two 3-pounders. There are four submerged torpedo-tubes (18-inch). The designed horse-power is 15,000, and the speed is 18 knots.



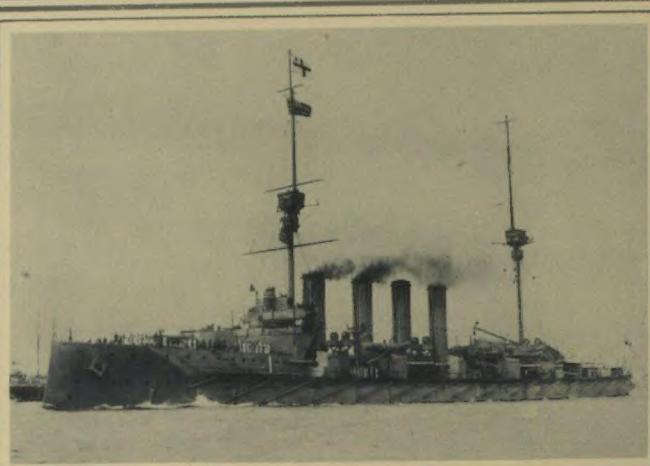
6. THE "CANOPUS" CLASS: THE "CANOPUS" (TOP).

9. THE "MAJESTIC" CLASS: THE "MAJESTIC."

In the "Canopus" Class are the "Canopus," "Goliath," "Albion," "Ocea," "Glory," and "Vengeance." In the "Majestic" Class are the "Magnificent," "Majestic," "Hannibal," "Prince George," "Victorious," "Jupiter," "Mars," "Caesar," and "Illustrious."



BRITAIN'S POWER AT SEA: HER FIGHTING FORCE CRUISERS AND LIGHT CRUISERS.



THE "MINOTAUR" CLASS: THE "MINOTAUR."
 [This Class consists of the "Minotaur" (1906), the "Defence" (1907), and the "Shannon" (1906).]
 The normal displacement of these ships is 14,600 tons. The over-all length is 525 feet. The guns are: four 9.2-inch; ten 7.5-inch; and sixteen 12-pounders. There are five submerged torpedo-tubes (18-inch). The speed is 23 knots. The complement is 755.



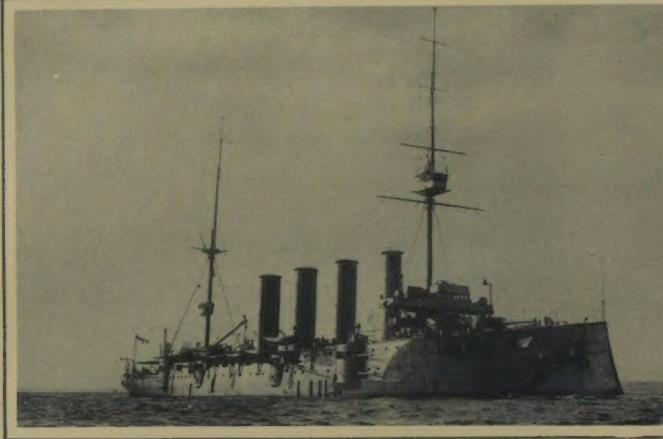
THE "MONMOUTH" CLASS: THE "MONMOUTH."
 [This Class consists of the "Kent," "Essex," "Monmouth," "Lancaster," "Berwick," "Donegal," "Cornwall," "Cumberland," and "Suffolk"—1901-1903.]
 The normal displacement of these ships is 9800 tons. The over-all length is 448 feet. The guns are: fourteen 6-inch; eight 12-pounders; and three 3-pounders. There are two submerged torpedo-tubes (18-inch). The speed is 23 knots.



THE "CHATHAM" CLASS (LIGHT CRUISERS): THE "SOUTHAMPTON."
 [This Class consists of the "Southampton" (1912), the "Dublin" (1912), and the "Chatham" (1911).]
 The normal displacement of these ships is 5400 tons. The over-all length is 450 feet. The guns are: eight 6-inch; and four 3-pounders. There are two submerged torpedo-tubes (21-inch). The speed is 25 knots. The complement is 380.



THE "WARRIOR" CLASS: THE "WARRIOR."
 [This Class consists of the "Achilles" (1905), the "Cochrane" (1905), the "Natal" (1905), and the "Warrior" (1905).]
 The normal displacement of these ships is 13,550 tons. The length is 480 feet. The guns are: six 9.2-inch; four 7.5-inch; and twenty-four 3-pounders. There are three submerged torpedo-tubes (18-inch). The speed is 22.33 knots.



THE "DRAKE" CLASS: THE "DRAKE."
 [This Class consists of the "Good Hope" (1901), the "Drake" (1901), the "Leviathan" (1901), and the "King Alfred" (1901).]
 The normal displacement of these ships is 14,100 tons. The over-all length is 529½ feet. The guns are: two 9.2-inch; sixteen 6-inch; twelve 12-pounders; and three 3-pounders. There are two submerged torpedo-tubes (18-inch). The speed is 23 knots.



THE "WEYMOUTH" CLASS (LIGHT CRUISERS): THE "DARTMOUTH."
 [This Class consists of the "Weymouth" (1910), the "Yarmouth" (1911), the "Falmouth" (1910), and the "Dartmouth" (1911).]
 The normal displacement of these ships is 5250 tons. The over-all length is 450 feet. The guns are: eight 6-inch; and four 3-pounders. There are two submerged torpedo-tubes (21-inch). The speed is 25 knots.



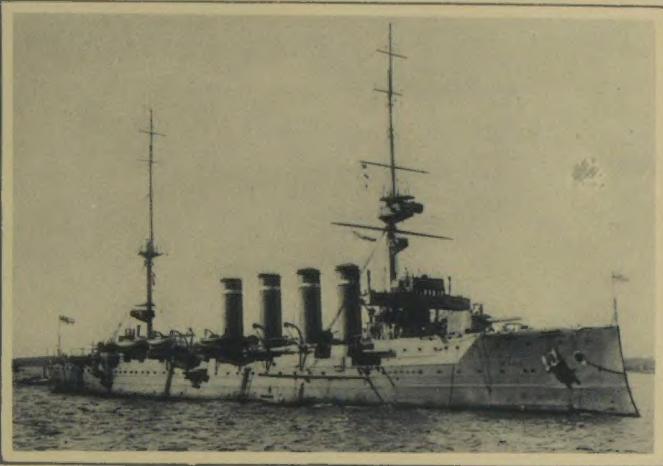
THE "DUKE OF EDINBURGH" CLASS: THE "DUKE OF EDINBURGH."
 [This Class consists of the "Duke of Edinburgh" (1904) and the "Black Prince" (1904).]
 The normal displacement of these ships is 13,550 tons. The length is 480 feet. The guns are: six 9.2-inch; ten 6-inch; and twenty 3-pounders. There are three submerged torpedo-tubes (18-inch). The speed is 22.33 knots. The complement is 704.



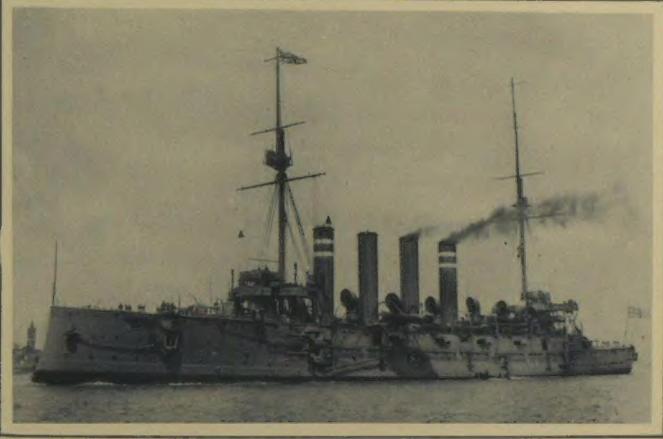
THE "CRESSY" CLASS: THE "CRESSY."
 [This Class consists of the "Sudley" (1899), "Cressy" (1899), "Aboukir" (1900), "Hogue" (1900), "Bacchante" (1901), and "Euryalus" (1901).]
 The normal displacement of these ships is 12,000 tons. The water-line length is 454 feet. The guns are: two 9.2-inch; twelve 6-inch; twelve 12-pounders; and three 3-pounders. There are two submerged torpedo-tubes (18-inch). The speed is 21 knots.



A LIGHT CRUISER: THE "FEARLESS."
 [The "Fearless" (1912), the "Active" (1911), and the "Amphion" (1911) are sister ships.]
 The normal displacement of these ships is 3440 tons. The length is 385 feet. The guns are: ten 4-inch; and four 3-pounders. There are two above-water torpedo-tubes (21-inch). The speed is 25 knots. The complement is 320.



THE "DEVONSHIRE" CLASS: THE "DEVONSHIRE."
 [This Class consists of the "Hampshire" (1903), the "Carnarvon" (1903), the "Antrim" (1903), the "Roxburgh" (1904), the "Argyll" (1904), and the "Devonshire" (1904).]
 The normal displacement of these ships is 10,850 tons. The length is 450 feet. The guns are: four 7.5-inch; six 6-inch; and twenty 3-pounders. There are two submerged torpedo-tubes. The speed is 22.25 knots.



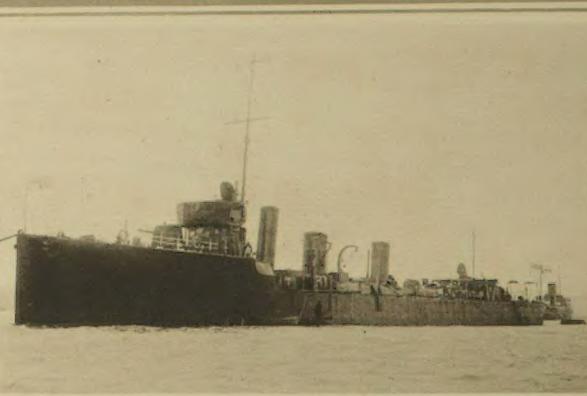
THE "DIADEM" CLASS: THE "DIADEM."
 [This Class consists of the "Diadem" (1896), "Europa" (1897), "Argonaut" (1898), "Ariadne" (1898), "Amphrite" (1898), and "Sparta" (1898).]
 The normal displacement of these ships is 11,000 tons. The over-all length is 462 feet. The guns are: sixteen 6-inch; twelve 12-pounders; and three 3-pounders. There are two submerged torpedo-tubes (18-inch). The speed is 20.25 in the earlier three.



A LIGHT CRUISER: THE "BLONDE."
 [The "Blanche" (1909) and the "Blonde" (1910) are sister ships.]
 The normal displacement of these ships is 3350 tons. The length is 385 feet. The guns are: ten 4-inch; and four 3-pounders. There are two above-water torpedo-tubes (21-inch). The speed is 25 knots.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE - DESTROYERS.

PHOTOGRAPHS BY CRINN.



ONE OF TWENTY OF "K" CLASS: THE "HARDY."

All the boats of "K" Class are of uniform Admiralty design (except the first), and are of 950 tons. The armament is: three 4-inch guns and four 21-inch tubes in pairs. The speed is 31-32 knots. The size is 266 by 27 by 9 feet.



ONE OF TWENTY-THREE OF "I" CLASS: THE "LURCHER."

The Class "I" boats are from 750 to 790 tons. The armament of all is: two 4-inch guns; two 12-pounders; and two 21-inch tubes. The speed is from 27.5 knots to 32 knots. The "Swift" is of 1825 tons; was built in 1907; has reached 39 knots; and has four 4-inch guns and two 18-inch tubes.

AN UNCLASSED BOAT: THE "SWIFT."



ONE OF TWENTY OF "K" CLASS: THE "SHARK."

All the boats of this class, save the first, are of uniform Admiralty pattern, and of 950 tons. The speed is from 31-32 knots. The size is 266 by 27 by 9 feet. The armament consists of three 4-inch guns and four 21-inch tubes in pairs.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—SUBMARINES.

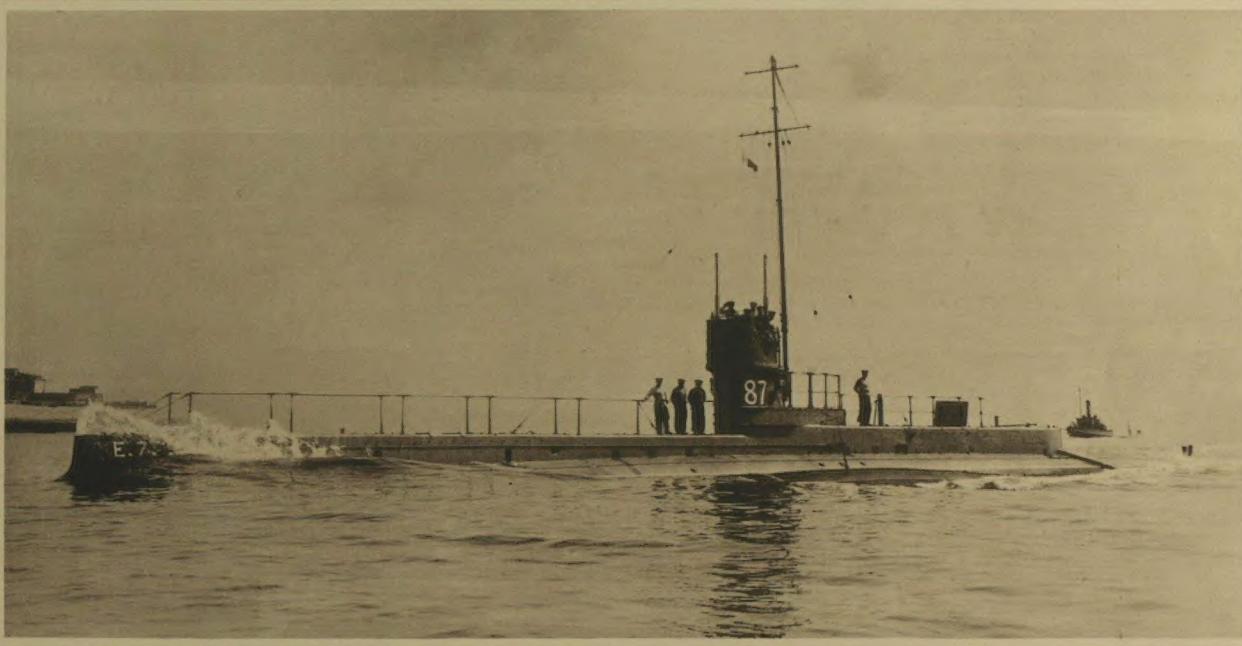
PHOTOGRAPHS BY ABRAHAMS AND CRIBB.



8. A SUBMARINE OF "A" CLASS.



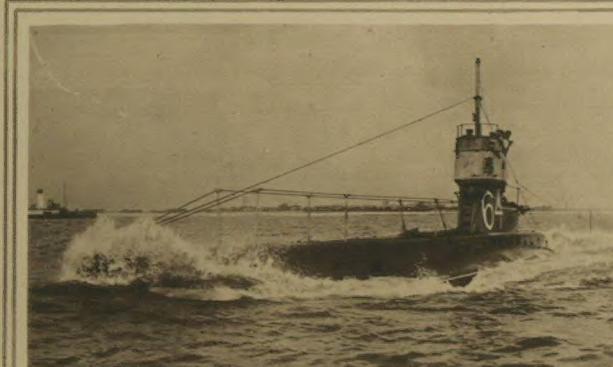
10. A SUBMARINE OF "B" CLASS.



11. A SUBMARINE OF "E" CLASS.



9. A SUBMARINE OF "D" CLASS.



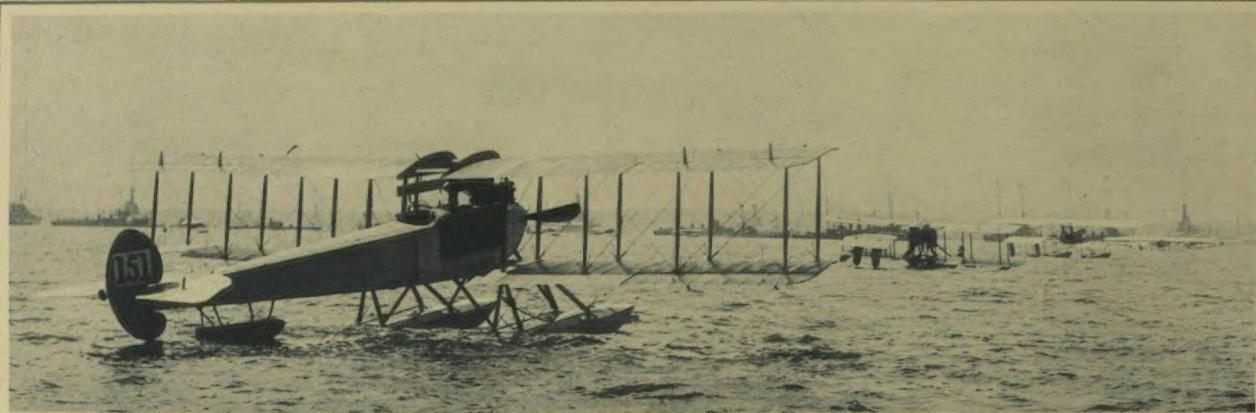
37. A SUBMARINE OF "C" CLASS.

Great Britain has seventy-five submarines (more, possibly). There are eight "F.s"; one "S." Fiat S.G. type; eleven "E.s"; seven "D.s"; one other "D"; eight "C.s"; twelve other "C.s"; one other "D"; seven other "C.s"; ten other

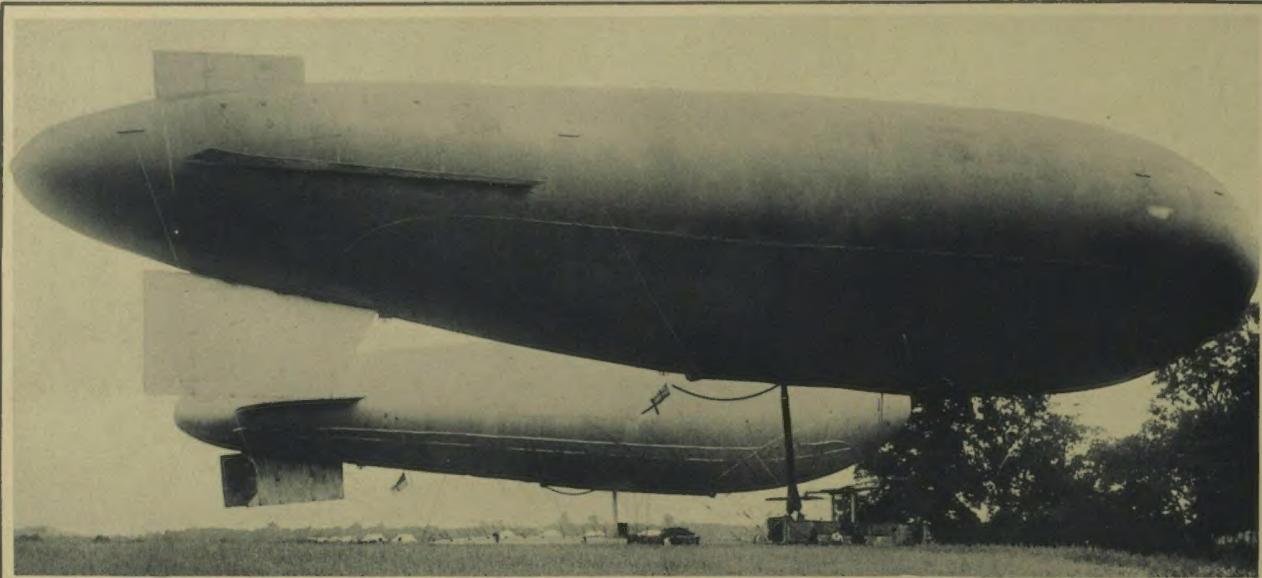
"C.s"; ten "B.s"; and eight "A.s." These craft date from 1904 to 1913. The "F" class have a maximum surface speed of 20 knots and a submerged speed of 12 knots. The importance of the submarine in modern naval warfare is, of course, obvious.

BRITAIN'S POWER AT SEA: HER FIGHTING FORCE—AIRCRAFT.

PHOTOGRAPHS BY CRIBB, C.N., AND I.N.A.



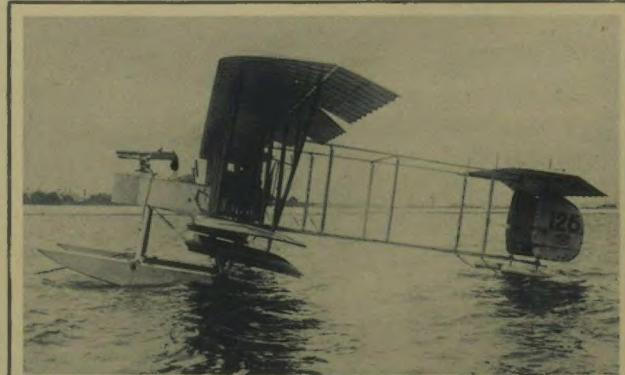
LINED UP FOR INSPECTION: SEA-PLANES OF THE BRITISH NAVY.



ANCHORED IN A FIELD AT GOSPORT: THE "DELTA" AND "GAMMA" DIRIGIBLES (THE "DELTA" IS THE NEARER TO THE CAMERA).



FITTED WITH A HEAD-LIGHT: NAVAL SEA-PLANE "118" ANCHORED.



FITTED WITH A QUICK-FIRER: A NAVAL SEA-PLANE ANCHORED.